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East Europe Report

ECONOMIC AND INDUSTRIAL AFFAIRS

No. 2383

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POLISH-SOVIET COOPERATION IN FISHING DISCUSSED

Warsaw TRYBUNA LUDU in Polish 7 Feb 83 p 6

[Interview by Jerzy A. Salecki]

> [Text] As we have informed you already, Vladimir Mikhaylovich Kamentsev, minister of fish industry of the USSR, visited Poland at the invitation of Jerzy Korzonek, minister of maritime economy. He had talks with his Polish hosts with regard to further expansion of cooperation in the area of fishing. Before his departure for Moscow, he was interviewed by a TRYBUNA LUDU reporter.

[Question] Comrade minister, should I begin in stereotyped fashion, with a question pertaining to the talks which have just been completed?

[Answer] I understand that you will not object if we disregard this established pattern. And so much the better because, first of all, I should like to thank minister Korzonek and his colleagues for inviting me and extending to me their cordial hospitality. Despite the shortness of my visit, arrangements were made for me to see the sights of Warsaw, to familiarize myself with its historical monuments, and with the reconstructed and new sections of your capital which I liked so much. I am taking many fond remembrances back with me. Now, after taking care of this pleasant obligation, we can speak about our professional matters...

[Question] In a historical perspective?

[Answer] Agreed, because our cooperation is already a long-standing tradition. Over twenty years ago, i.e., in 1962, a treaty on cooperation in the area of fishing was signed by Poland, the Soviet Union, and GDR. It has materialized in the form of bi- and multilaterial contacts, because in subsequent years Bulgaria, Rumania and Cuba joined in the cooperation.

[Question] How wide is the scope of the cooperation?

[Answer] We deal with all the problems of interest to fishermen: scientific research ranging from inland reservoirs to oceans, and problems of technology and operation; we exchange experience, and we render assistance to one another in fishing grounds. That these are not just empty words and gestures is borne out by the fact that our fishermen catch more fish. In Poland, in the course of twenty years, the fish catch has increased more than threefold; and, undoubtedly, an essential role has been played here by the cooperation and help of friends.

[Question] This cooperation and help are particularly valuable to us precisely now, when we are beset by various problems.

[Answer] As is the case with true friends, we know about your present achievements and also about your present difficulties. We reacted immediately when, last year, the U.S. government withdrew the permission for Polish fishing in [U.S.] Atlantic coastal waters and made it virtually impossible for your [fishing] units to use U.S. ports. We offered help to our Polish friends. Polish trawlers and deep-sea cutters have joined Soviet fishing fleets; we conduct joint fishing operations.

[Question] I should like to have some details...

[Answer] We supply Polish [fishing] units with drinking water and fuel, which presents a real problem due to long distances. Your fishermen participate in consultative meetings which are organized in the actual fishing grounds. They receive all the current information as well as short- and long-term forecasts with regard to fishing possibilities. We also supply Polish units with nets and other equipment which are adapted for use in specific regions and make it possible to catch specific kinds of fish.

[Question] Not being a fisherman, I cannot imagine that one kind of nets is used to catch herring and another kind is used to catch eel. However, at the same time you, comrade minister, mentioned different regions...

[Answer] To a fisherman, the Atlantic does not represent a monolithic structure; its zones differ considerably from one another. What, indeed, is worth mentioning at this point, is the fact that Polish fishermen have begun to fish also in the Pacific Ocean. Specific conditions exist there. Hence, in order that the fish catch may be good and the Polish crews may master new techniques of operation as rapidly as possible, Polish ships carry aboard our specialists who are employed as instructors. Summing up--we help with everything, in a brotherly fashion. And I do not conceal the fact that I was pleased to learn that this help had proven useful, enabling you to make up, to a considerable extent, for losses resulting from U.S. restrictions and sanctions affecting Poland. During the present talks I again confirmed the position of the Soviet Union: this year also, we will render assistance to Polish fishermen in regions in which we fish.

[Question] Fishing is not just catching fish...

[Answer] I will complete the sentence for you: it is an entire industry. For this reason also, problems discussed during the talks included such issues as design and construction of new types of fishing vessels, production and standardization of packaging materials, problem of storage and of the entire infrastructure on land which predetermines optimum utilization of a fisherman's labor. Problems of broadly-conceived fishing were discussed with me by comrade Manfred Gorywoda, secretary of PZPR Central Committee, and by the Vice Premier, comrade Zbigniew Szalajda. They emphasized that fishing industry in Poland must occupy a prominent place among food producers.

[Question] The problem of feeding our nation, recognized as simply basic by the PZPR Ninth Congress, was reflected specifically in Central Committee proceedings which were devoted to maritime economy, including also fishing industry, the latter's growth meaning more food in stores and on tables, in addition to industrial raw materials.

[Answer] We are thinking, planning and acting in accordance with the same idea--concern about people. At the CPSU Twenty-Ninth Congress, we presented an outline of a program for the development of our state and society. In May 1982, the plenum of CPSU Central Committee approved the food program up to 1990. The fishing industry occupies an important position in this program. We defined the tasks and the development of the fishing fleet, of the fishing industry and of the infrastructure. In November of last year, during successive deliberations of CPSU Central Committee, we defined in concrete terms our tasks for 1983. We did not say in a general fashion, "We have to give!" "Fishermen must catch fish"; instead, we specified what fishermen must have in order to be able to catch fish, and what other other branches of economy must do in order to provide for all the needs of the fishing industry.

[Question] Tens of countries pin their hopes on ocean fishing. Aren't you afraid that [soon] there will be more fishing vessels than there will be fish?

[Answer] This probably will not come about, but the problem does exist. It is included within the scope of our scientific and technical cooperation. One cannot simply fish; one has to manage one's business, be concerned about water resources, which from a fisherman's viewpoint are quite different--those of the great oceans, as well as those of coastal and inland waters. I know that people in Poland like carp. Our people also like carp. We cannot fish for carp in any ocean, unless we raise them in inland reservoirs. We must seek ways to enrich the fish population of coastal waters. We must use good judgment in our actions in the oceans, whose resources are not inexhaustible. An abundance of fish guarantees an abundant catch. And we have to remember that water resources which enrich our food are not limited to fish.

[Question] Closing our interview, and thanking you for it, I must admit, comrade minister, that I am not overly fond of fish and that I have been dreaming of some good meat...

[Answer] Then I suggest that you try some shrimp. We want to develop shrimp fishing. Polish engineers have designed a machine for skinning shrimp, and Soviet engineers have designed a machine which cuts shrimp into protions. The equipment represents one unit, and has been designed twice as quickly as was planned.

I extend a cordial wish to Polish fishermen, that their nets, in 1983 and in subsequent years, may be full of cod, eel, sardines, herring, flounder, and carp, and that their holds may be full of shrimp.

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CSO: 2600/406

DIRECTION OF CSSR-USSR ECONOMIC RELATIONS DISCUSSED

East Berlin AW--DDR-AUSSENWIRTSCHAFT in German Vol 11 No 4, 19 Jan 83 pp 1, 3

[Unattributed article: "Main Trends in CSSR-USSR Economic Relations"]

[Text] The 16th CPCZ Congress in April 1981 underscored that close economic cooperation with the USSR was the major guarantee for the stability and dynamics in CSSR economic development.

The USSR bore a 39-percent share in the CSSR's total foreign trade turnover in 1981. The import-export volume rose from R 2.2 billion in 1970 to R 8.5 billion in 1981.

The vital role USSR foreign trade plays in the CSSR's economic development mainly results from the structure of export-import between them. On the one hand, that supplements the domestic raw material and fuel basis in the CSSR, which has its limits, in volumes and in structure. On the other hand, this offers extensive and growing sales opportunities to the CSSR's processing industry. Increasingly important in this is the chance to concentrate and specialize the production in Czech machine building, which leads to better qualities and efficiency in that production.

The Import-Export Structure

Circa two-thirds of Czech imports from the USSR went to raw materials and fuels in recent years. Thereby the USSR takes care of circa 80 percent of those Czech import needs. Deliveries in Soviet natural gas take care of 100 percnet of it, petroleum, 93 percent, iron ore, 83 percent, crude iron, 94 percent, and cotton, roughly 60 percent. The CSSR's growing need for raw materials and fuels from the USSR is taken care of by several long-term agreements. The most important ones are those on cooperation in ferrous and nonferrous metallurgy of January 1960, oil mining development of September 1966, the natural gas pipeline construction of 1968, natural gas deliveries from the USSR to the CSSR and the shipping of Soviet natural gas through the CSSR to West European countries of 1970, and such multilateral agreements on the implementation of the CEMA comprehensive program and cooperation in constructing the Kiyembay asbestos combine, building a plant that produces ammonium phosphate, extracting the Chkalov natural gas deposits and building the natural gas pipeline from Chkalov to the western border of the USSR, developing the production of ferriferous raw materials in the USSR, constructing the 750-kilovolt Vinnitsa-Albertirsa pipeline, constructing the Chmelnik nuclear powerplant, and constructing the Mosyr feed yeast plant.

The main source for ensuring fuel and raw material deliveries from the USSR is the export of products of machine building. Machinery and equipment exports to the USSR came to a share of approximately 60 percent of total CSSR exports in recent years. Especially during the 1976-1980 Five-Year Plan the shipments of machinery products increased dynamically; annual growth rate averages came to 16 percent. Predominant mainly were textile machinery, motor vehicles, tracked vehicles and chemical installations. Key points in the CSSR machinery exports determining the structure over long range furthermore were machine tools, metallurgical equipment, telecommunications products, farm machinery, and machines and equipment for the foodstuffs industry.

Of great importance also to the Czech economy are the Soviet deliveries of machines and equipment. They constitute a crucial basis for the further structuring of CSSR machine building and the containment of its broad production assortments. The import of machine tools rose notably in the 1970's. Machinery imports from the USSR that determine the structure furthermore are mining equipment, construction machines, motor vehicles, office machinery, telecommunication technology products, nuclear powerplant equipment, and the Prague Metro.

The CSSR supplied the USSR with a large volume of consumer goods including clothes, shoes, furniture, glassware, carpets and decorator textiles. In turn, through getting Czech consumer goods from the USSR, the domestic Czech market has been enriched.

Stable Basis for CSSR Machine Building

Foreign trade relations with the USSR greatly helped stabilize important production lines in CSSR machine building. The USSR's share in Czech machinery exports came to 56 percent in 1980. The high demand placed on product quality also supplied a permanent impulse to raising technical levels. Mass production, achieved through the high delivery volume to the USSR, made possible concentrating the R&D potential on selected key points in export.

A striking example of it is the CSSR textile machinery construction. Circa 64 percent of total Czech textile machinery exports is earmarked for the USSR. Due to the cooperation with the USSR, Czech textile machinery construction plays a dominant role within CEMA. The CSSR specializes particularly in the production of pneumatic and hydraulic nozzle weaving machinery. Products of CSSR textile machinery construction contribute both to the expansion and the modernization of the Soviet consumer goods industry. To meet USSR needs, Elitex in Liberec, for example, is expanding its production assortment with new machines, construction components for the production of textile machinery in the USSR, complete investment aggregates ready for operation, and modern technologies.

Sigma Olomouc, through dynamically boosting exports to the USSR, also has developed into one of the largest producers of pumps and irrigation installations in Europe. Shipments to the USSR made it possible for the enterprise to introduce progressive changes to its production structure, from simple pumps to irrigation installations and systems, pumping works for large-area irrigation systems, ball locks and other armatures, vacuum pumps, high-pressure pumps for the chemical industry and metallurgy, and nuclear energy armatures. The copious shipments to the USSR will continue to accelerate the development of mass production and the improvement of the products' technical-economic levels.

More and more the CSSR is sending complete installations to the USSR. It is in the position to offer complete installations for the chemical industry, and that includes the project planning, major assembly, installation operations and starting operations. There are installations in the USSR producing ammonia at an annual capacity of 70,000 tons, for catalytic reforming of high-octane gas at an annual capacity of 600,000 tons, for hydration purification of diesel oil at an annual capacity of 1.2 million tons. In recent years, CSSR foreign trade organizations have been supplying more and more intricate and efficient high-performance installations. That includes installations for the production of ethylene, petroleum processing installations, installations for hydrogen production, vapor reforming blocks for installations producing ammonia at an annual 800,000-ton capacity, equipment for the production of automobile tires, complete installations for breweries, grain silos and mixed fodder works.

Further Dynamic Import-Export Development According to Plan 1981-1985

The long-term trade agreement signed in Moscow in June 1981 provides for exports and imports between 1981 and 1985 at a value of more than R 50 billion. That is almost 40 percent more than in the 1976-1980 volume. The trade in machinery and equipment is expected to increase by 45 percent.

Of special importance to the Czech economy is that the USSR is going to supply the most important raw materials and fuels roughly at the same volume as in the last five-year plan. As to machines and equipment, the CSSR will import more of such products from the USSR that play a crucial role in making scientific-technical progress prevail. That includes nuclear powerplant equipment, equipment for automated circuit systems for metallurgical plants and machine tools.

As to the Czech exports of machinery and equipment, their proportion is expected to rise to 70 percent. The largest increase will be in machine tools, equipment for the chemical, petrochemical and light industry, trucks and electrical engineering products. An important role in the structure of CSSR machinery exports will continue to be assigned to metallurgical equipment, electrical and diesel locomotives, streetcars, diesel motors, pumps and compressors, telecommunications products, peripheral ADP devices, and farm and construction machinery.

The mutual trade in chemical products is going to expand mainly on the basis of the production specialization and cooperation agreement for energy-intensive and less energy-intensive chemical products. Within the scope of that agreement, the USSR is going to boost its shipments of high-pressure polyethylene, methanol, nitrogen fertilizers and rubber. The CSSR is going to increase its exports in small-tonnage commodities such as adjuvants, varnishes, paints and pharmaceuticals.

Industrial consumer commodities take an 18-percent share of the CSSR export volume negotiated in the long-range agreement. Export commodities in this area will follow traditional lines (shoes, textiles, furniture, leather goods, glass and ceramics).

Seeking a Higher Level in Production Specialization and Cooperation

This is what the CPCZ Central Committee affirmed at its fourth session in October 1981: "The structural economic changes that are meant to be implemented purposefully in the 1980's must be based solely and exclusively on our concretizing the specialization and cooperation programs shared with the USSR and the other CEMA countries."

Since the early 1970's, the CSSR and the USSR have greatly deepened and expanded their production specialization and cooperation, notably in machine building and in the chemical industry. The proportion of specialization and cooperation commodities in the CSSR's total exports of machinery products to the USSR came to 33 percent in 1981. While taking account of traditional export lines that have evolved over the long run in the CSSR, that proportion may be estimated as being two-thirds of CSSR machinery exports to the USSR.

Results thus far in production cooperation provide the prerequisites for a higher level of production specialization and cooperation. The decisive basis for it is the long-term program for the development of CSSR-USSR production specialization and cooperation that was signed in March 1980. In implementing this program the CSSR finds a crucial prerequisite for a successful transition to more definitely enforcing intensive economic growth factors.

The program entails conditions, forms and trends of cooperation that will help resolve jointly key problems in both countries. These are the major aspects:
--Improvements in meeting the needs in fuels, electrical energy and raw materials by making the requisite machinery and installations available,
--doing away with the deficits in some commodities in the production in the two countries,
--concentrating production on optimum porudction volumes, which will make possible the introduction of highly efficient processes and methods in production organization,
--introducing progressive technologies and the production of machinery and equipment that will help save fuels, raw materials and working material, and
--constant improvement in the technical level and quality of the mutually delivered machinery, installations and complementary products.

To meet the long-term program, 18 production specialization and cooperation subprograms were agreed on in machine building, electronics, equipment construction, and in the chemical and petrochemical industry. They provide for production specialization in 227 new types of machines, equipment and complementary parts. For 38 types of machines and equipment production cooperation is being set up. More than 50 types of machines and equipment which heretofore had to be imported from nonsocialist countries are to be replaced by jointly produced products. The plan calls for constructing together eight enterprises making component groups and parts and complementary commodities.

Close Nuclear Energy Cooperation

Cooperation in constructing nuclear powerplants plays an outstanding role in the economic relations between the two countries. This greatly helps in solving the CSSR's fuel/energy problem. The plan is to operate by 1990 nuclear powerplants with a 7,280 megawatt total in-house capacity. As early as in 1985, the largest share of the growth in electrical energy production in the CSSR is to come from nuclear power.

Simultaneously, an efficient production and export potential in nuclear powerplant installations is evolving in the CSSR. In being oriented to a specialized production of nuclear powerplant installations, the CSSR experiences striking structural production changes. Vast funds were invested in setting up metallurgical and machine building capacities. Following Soviet experiences, the CSSR started producing a broad nomenclature of equipment for the primary and secondary cycle of nuclear powerplants with WWER-440 reactors. In the Skoda Works in Plzen, 14 WWER-440 reactors are to be built between 1981 and 1985, and the production of WWER-1000 reactors is to get started.

The equipment in which the CSSR specializes is to be made in accordance with Soviet blueprints as well as with scientific-technical data from CSSR research (turbines, generators, condenser apparatus, separators, special pumps and special armatures). A special feature in the CSSR-USSR cooperation in developing nuclear energy is the complex and long-term approach. It embraces all phases of the process from R&D to production. It includes joint projects in material testing, welding techniques, machine building technology, and the production of nuclear powerplant installations and cybernetic and control devices and systems.

The Next Steps in Reinforcing the Cooperation

Late in 1982, the USSR and the CSSR in various documents set down the next steps for reinforcing their cooperation all-around.

The parity government commission for economic and scientific-technical cooperation at its 23rd session ratified the program for the preparation and coordination of the 1986-1990 national economic plans and for correlating economic policy in the period after 1985. It passed on proposals for the further development of the production specialization and cooperation between leading industrial branches in both countries. Special attention was given to further cooperation in the modernization and reconstruction of enterprises in the light and foodstuffs industry, in trade and public services, in securing the shipping of foreign trade commodities and in the direct production relations between enterprises and organizations in the two countries.

The implementation of the cooperation program agreed on in 1980 for the development of nuclear energy in the CSSR was the focal point of talks between the deputy chairmen of the Council of Ministers or the government, respectively,

A. K. Antonov and L. Gerle. Both sides thought the implementation process had thus far been positive and signed the government cooperation contract on constructing the second stage of the Temelin nuclear powerplant in the CSSR.

The import-export protocol signed by the foreign trade ministers of the two countries increases their mutual trade over the 1982 figure by circa 12 percent. Mutual deliveries are going to exceed R 10.5 billion. Especially in machine building will the production specialization and cooperation be boosted further.

Under this protocol the USSR will supply various machines, means of transport, industrial installations and equipment and continues its shipments of raw materials and working materials including petroleum, natural gas, pit coal, electrical energy, ferriferous raw materials, metals, cotton and chemical products. CSSR exports to the USSR are made up mainly by machines, equipment, means of transport and devices. As in previous years, the CSSR also furnishes steel tubing at large dimensions, chemical products and consumer goods such as shoes, clothing, furniture and fancy leather commodities.

The Trend of CSSR-USSR Trade

	Turnover in million rubles	Export	Import
1971/75	14,748,0	7,392,1	7,335,9
1976/80	29,451,5	14,437,6	15,013,9
1981/85	*50,000,0[1]		
1975	3,911,3	1,891,7	2,019,5
1976	4,543,3	2,222,8	2,320,5
1977	5,117,3	2,436,9	2,680,4
1978	6,060,6	3,058,6	3,002,0
1979	6,546,3	3,183,4	3,326,9
1980	7,184,0	3,535,9	3,648,1
1981	8,487,1	4,104,8	4,382,3
1st half	4,180,2	2,090,1	2,090,4
1982	9,000,0[2]		
1st half	4,950,6	2,490,7	2,459,9
1983	*10,500,0[2]		

([1]In conformity with long-term trade agreement; [2]According to Annual Protocol)

Selected CSSR Imports from the USSR

	1975	1980	1981
	in million rubles		
Total	2,019,5	3,648,1	4,382,3
Machines, Equipment, Means of Transport of which	325,5	577,5	542,3
Energy Equipment		40,2	75,8
Computer Equipment	32,1	63,6	45,0
Construction and Road Construction Machines		39,6	34,1
Machine Tools and Forming Equipment	11,6	38,8	33,8

Selected CSSR Imports from the USSR (continued)

	1975	1980	1981
Farm Machinery	33,8	14,9	30,4
Spare and Complementary Parts for Farm Machinery including Motors	8,3	8,2	14,9
Means of Air Transport	14,5	35,6	27,6
Spare and Complementary Parts for Tractors and Garage Installations including Motors	11,3	19,4	25,7
Communications Equipment for the Metro	7,9	15,5	18,3
Electrical Engineering Equipment	1,9	13,2	16,4
Mining Equipment	8,5	22,4	15,8
Equipment for the Textile Industry	6,0	8,2	13,8
Petroleum and Petroleum Products	492,5	1,162,7	1,617,9
Natural Gas	94,1	445,9	590,4
Solid Fuels	161,0	90,2	118,8
Electrical Energy	14,5	46,8	50,9
Iron Ore	157,2	122,0	148,7
Crude Iron	66,8	57,0	64,3
Chemical Products	31,3	66,0	74,1
Cotton	61,1	73,5	78,6
Cultural and Household Merchandise	25,8	44,3	45,2
Household Gadgets	18,1	28,2	30,6
Canned Fish	5,6	7,2	10,9

(Source: "USSR Foreign Trade Statistical Yearbooks")

Selected CSSR Exports to the USSR

Total	1,891,7	3,535,9	4,104,8
Machines, Equipment, Means of Transport	985,8	1,982,6	2,261,1
Equipment for the Textile Industry	80,9	212,8	247,5
Tracked Vehicles and Auxiliary Equipment	120,4	160,0	215,9
Equipment for the Chemical Industry	88,1	157,0	139,1
Rolling Mill Equipment	51,7	125,1	118,9
Energy Equipment	23,6	103,1	107,8
Machine Tools and Forming Equipment	43,4	92,3	103,3
Accessories and Spare and Complementary Parts for Trucks and Garage Installations including Motors	43,1	58,8	87,9
Equipment for the Foodstuffs Industry	40,9	58,9	71,0
Farm Machinery	36,5	72,9	70,9
Ships and Navigation Equipment	38,9	54,1	58,0
Lab Devices and Equipment	15,9	30,6	30,9
Medical Devices and Equipment	13,4	33,2	34,5
Ores and Metals	208,8	333,2	366,3
Chemical Products	22,8	44,3	51,6
Leather Shoes	115,8	170,8	187,6
Clothing	63,4	93,1	106,4
Furniture	35,9	50,9	81,3
Household and Cultural Merchandise	23,6	36,9	48,8
of which electrical items	9,4	17,1	24,7

Selected CSSR Exports to the USSR (continued)

	1975	1980	1981
Outerwear and Underwear	14,1	25,8	38,9
Fancy Leather Commodities	24,2	34,7	36,3
Medicines	15,0	23,5	32,5
Glassware	11,2	16,8	20,0

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CSO: 2300/138

'QUALITY CIRCLE' TYPE WORK, REMUNERATION VIEWED

Prague HOSPODARSKE NOVINY in Czech 18 Feb 83 p 6

[Article by Engineer Vladimir Buchta, deputy director for economic affairs at the Optimit Enterprise in Odry: "Focusing on the Norms"]

> [Text] At the beginning of the second half of 1981, the Optimit Enterprise in Odry introduced a new work method, called Joint Pledges for the Higher Profitability of Production Assets. This is one of the brigade forms of work organization and remuneration. The article offers a basic description and reports on the initial experience.

The Joint Pledges for the Higher Profitability of Production Assets method aims to increase labor productivity based on the adjusted value added, and profitability of production assets. It is entirely specific, informal, and free of unnecessary paperwork. It is directed exclusively toward tightening all technical and economic norms and the performance norms, through the workers' initiative, in relation to an objectivized starting base. The method has been elaborated for joint brigades of socialist labor.

Essence of Method

Paperwork for the production brigade is minimal, because administration of all forms of socialist competition was drastically simplified earlier at the enterprise, especially their announcement and evaluation. The simplification consists of a set of forms and equations, for which the workers or collectives provide a minimum of data (one or two figures; for example, the percentage by which the technical and economic norms will be tightened, or the percentage by which the performance norms will be exceeded). All other computations, including evaluation, are done by the specialized functional departments.

This form of work organization at our enterprise unites, combines and simplifies all previous methods of the workers' initiative such as the record performance and shock worker movement, the transfer of machinery to socialist care, shift change with the machinery running, and the comprehensive efficiency brigade movement. The essence of this method of work organization is that in the first stage the brigades pledge to tighten the norms by 1 percent or to exceed the performance norms by 2 percent. In the second stage the pledge is doubled, i.e., to tighten the norms by 2 percent or to surpass the performance norms by 4 percent. The figures for the third stage are, respectively, 3 and 6 percent. In each case the starting base is the level actually attained the preceding year.

Each stage in this method of work organization is one year, provided the collective meets all the conditions. If the collective fails to fulfill the tasks of the first stage and to ensure the conditions for the second stage (for example, if the collective does not announce its counterplan by 15 January), it will continue to work in the first stage for another year. But even in this case the collective's efficiency and performance must not drop below the level already attained.

This entire brigade form of work organization serves five principal areas:
--The normative base;
--Counter-planning;
--Quality and efficiency;
--Technical development and rationalization;
--Evaluation and remuneration in accordance with the specific work results.

Besides the pledge to tighten or exceed the norms, it is also a condition that in the second stage the brigade adopt a counterplan when the implementation plan has been approved; and in the third stage, already during the drafting of the implementation plan.

Quality is incorporated in the principles for the individual stages. A condition in the first stage is observation of the technological procedures and maintenance of quality. In the second stage the brigades must reduce the losses resulting from inferior quality; for example, reduce the proportion of rejects and of products that are rated as seconds. In the third stage the brigades must improve the production technology, innovate, upgrade the quality and improve the product parameters.

A record of efficiency is kept on the brigade's economic sheet. On it are monitored the actual results in comparison with the material consumption norms, time norms, etc., or with the mandatory limits (for overtime, fuel, electricity, motor fuel, etc.). Thus the sources of increasing the adjusted value added within the enterprise are the savings stemming from the tighter material consumption and time norms, from the lower proportion of rejects, from the higher output due to the surpassing of the performance norms, and from the lower consumption of fuel, electricity and motor fuel than what the limits allow. Sources of profit, and of the production assets' profitability, are also savings of direct labor costs, manpower, overtime bonuses since less overtime is needed, etc.

Understandably, the production collective alone would not be enough for such tasks. Therefore the brigade is joined by representatives of the socialist labor brigades from technical development, the technical preparation of production, possibly also from design, plant suppliers, maintenance, supply, the economic department, etc. Jointly with the brigade, they ensure the conditions for higher performance and economic efficiency, through rationalization, by accelerating the technical development projects, etc.

Evaluation and rewards are both moral and economic, tied to the enterprise's system of economic incentives. In addition to their wages, the brigades receive a bonus equivalent to 30 percent of the additional wage resources they generated by their work in the first stage, 40 percent in the second stage, and 50 percent in the third stage.

Economic and Moral Rewards

The brigade generates these resources by tightening the technical and economic norms or by exceeding the performance norms. Tighter norms for the consumption of materials, percentage of rejects, etc. mean that each products incorporates more adjusted value added and profit, and thereby also the profitability of the production assets is higher. In the same manner, overfulfillment of the performance norms or the shortening of the production time increases the output, and hence also the adjusted value added and the profit. All this is reflected in the overfulfillment of the enterprise's plan. Thus there is an increase in wage resources, of which the brigades get a specified share. Since the brigade generated more resources, it also gets more in the form of a bonus, over and above what each member earns on the basis of the performance rates that are in force.

The bonus is differentiated in accordance with whether and when the brigade presented a counterplan focused on the normative base. The bonus averages 4,000 to 20,000 korunas for 100,000 korunas of adjusted value added and 100,000 korunas of profit. More accurately, 2 to 12 percent for an increase of 100,000 korunas in adjusted value added, and 2 to 8 percent for every additional 100,000 korunas of profit or return on production assets.

In addition to bonuses, the joint brigades that meet the conditions and have fulfilled their pledges get also moral rewards. In the first stage they are awarded the honorific title of Joint Brigade Grade 3, and the brigade nominates its best members for the decoration Model Worker of the Enterprise that is accompanied by a cash reward. In the second stage the brigade is awarded the honorific title of Joint Brigade Grade 2 and nominates its best members for sectoral and trade-union decorations such as the Bronze Medal of the Revolutionary Trade-Union Movement, Model Worker of the Economic Production Unit or Honored Worker of the Economic Production Unit, with cash rewards. In stage 3 the brigade is awarded the honorific title of Joint Brigade of Efficient Work and nominates its best members for industry and state decorations.

The entire system of evaluation and rewards is recalculated within the enterprise --or within the production centers or collectives--into relative fulfillment so that all the collectives will have the same starting base and equal chances. Let me cite an example. I have already mentioned that the rewarding of the brigades is linked to the enterprise's system of incentives, under which the enterprise increases wage resources as follows:

--For every percentage point by which the plan of adjusted value added is exceeded, the amount intended for the basic wage component is increased by 0.3 percent; and for every percentage point by which the return on production assets is exceeded, the amount intended for the variable wage component is increased by 0.3 percent (in other words, 0.3 percent more wage resources for exceeding by 1 percent the adjusted value added and the return on production assets);

--For every percentage point by which the adjusted value added and the return on production assets are increased in a counterplan presented when the implementation plan has been approved, the wage resources are increased by 0.6 percent;

--For every percentage point by which the adjusted value added and the return on production assets are increased in a counterplan presented during the drafting of the implementation plan, the wage resources are increased by 1 percent (in other words, by more than three times as much as when the indicator of adjusted value added is exceeded).

Transformation Into Incentives for Collectives

In these proportions the economic incentives are transformed into incentives for the brigades. For example, the joint brigade for welding hose tightened its norm for rejects by 0.5 percent in the first half of 1982 and fulfilled its performance norms by 103.2 percent. Thereby it increased the adjusted value added by 2.43 percent, and the profit by 4.12 percent (with no change in fixed assets and the volume of production in process, the rate of increase is the same also for the return on production assets).

The brigade had adopted a counterplan when the implementation plan had already been approved. Thus for every percentage point of increase in the adjusted value added and return on production assets it is entitled to 0.6 percent more wage resources. The brigade is in the second stage, therefore it gets 40 percent of the additional wage resources in the form of bonuses.

The brigade's annual basic wage component totals 1,120,000 korunas; and its variable wage component, 282,000 korunas. The bonuses are computed in advance, so that the brigade knows how much it will get, already when the pledge (or counterplan) is announced.

The basic wage component (linked to the adjusted value added) = 2.43 percent (additional adjusted value added) times 0.6 (the coefficient of wage formation) times 1,120,000 korunas (planned annual basic wage component) equals 16,330 korunas.

The variable wage component = 4.12 percent (additional profit, and also the return on production assets) times 0.6 times 282,000 (planned annual variable wage component) equals 6,971 korunas.

The enterprise's wage resources total 23,301 korunas, of which the brigade's 40-percent bonus in stage two is 9,320 korunas.

During the first stage--i.e., in the first year--the brigade received, in addition to the direct (piece) wages, a differentiated bonus of 300 to 1000 korunas per member. Thus the total monthly earnings of the brigade's members, including wages for exceeding the performance norms, increased by 50 to 300 korunas per member, i.e., by 2 to 12 percent.

To make more precise the bonuses of individuals within the brigade, a point system was introduced; on its basis, the highest bonus from the total amount available to the collective is paid to the brigade member who best fulfills the indicators of quality and economization, has a good attitude to the fulfillment of urgent tasks, takes the best care of his machine, has mastered several operations, cares for the training of young workers, and shows the greatest activity and the most initiative.

We are considering a method of direct remuneration, in the form of higher bonuses paid monthly for tightening and exceeding the performance norms, while retaining the bonuses paid the collective for tightening the other technical and economic norms, and for saving electricity and motor fuel in comparison with the mandatory limits. As of 1983, we expect to increase to 40, 50 and 60 percent the proportion of generated wage resources available for bonuses in the individual stages.

The overall result and effect of the 10 joint brigades that comprise 480 workers and 34 brigades of socialist labor are considerable. In 1981, the additional output of commodities was nearly 4.0 million korunas, and the additional adjusted value added was not quite 2.0 million korunas.

The objection could be raised that the brigade form of work organization and remuneration, as another element of khozraschet, belongs in the economic sphere and not in the area of socialist competition. On the basis of the experience that we gained at our enterprise, our view is the opposite.

The main thing, in my opinion, is to get the people, the workers on the production lines and at the machines, enthusiastically accept something new. And what more could we wish than that the workers themselves, on their own initiative, are coming with proposals to tighten and exceed the norms, even if this is done in the form of socialist pledges. Without such understanding and motivated initiative from below, no new form of work organization can be introduced.

Under this method, however, regular contact with the production brigade is necessary, especially to create the optimal conditions for higher performance and greater efficiency.

The experience with, and the results of, this form of work organization demonstrated certain advantages of this method over the general principles of brigade khozraschet that is only now being introduced or tested. This is a comprehensive method that focuses on tightening the norms and is demonstrably able to improve the economic results. At the same time, the workers are tightening and exceeding the norms on their own initiative (on the basis of their pledge or an agreement).

The method pursues specific short-term and long-term objectives that in a later stage can be elaborated for an entire five-year period. (In the first stage, for example, the tightening of the norms by 1 percent and exceeding the performance norms by 2 percent; in the second stage, by 2 and 4 percent; in the third stage, by 3 and 6 percent; in the fourth stage, by 4 and 8 percent; and in the fith stage, by 5 and 10 percent.) However, the method is demanding, and a stage can last 1 or even 2 years. Its results are reflected in composite indicators--labor productivity based on adjusted value added, and return on production assets--and yet they are understandable to the workers. The joint brigades have a better chance for tightening the normative base.

The method voids the complaints of economic managers that they do not yet know the plan's breakdown and are unable to discuss the global tasks (which are meaningless to the workers), because it concentrates on the norms for material consumption, performance, and rejects. And these are familiar to the workers.

The brigade form of work organization and remuneration encourages counter-planning from below, the accelerated introduction of the advances in science and technology, and rationalization. Its results are specific, informal, and cannot be distorted or fudged. Control is accurate and objective. The results are evaluated by the departments that maintain the norms. Remuneration is based on merit and differentiated in accordance with quality and the work results of individuals and collectives.

1014
CSO: 2400/168

IMPORTANCE OF COUNTER-PLANNING STRESSED ON EXAMPLE

Prague TRIBUNA in Czech 9 Feb 83 p 1

[Article by Josef Michl: "Over 100 Percent"]

[Text] If we admit to a measure of truth in the saying "new is the well forgotten old," we may safely cite counter-planning as an example. It, too, is not something entirely new in the socialist economic system. It was used also in our country. But subsequently this method was forgotten, and it is beginning to be employed again with full intensity actually since 1981. It is no accident that this date coincides with the commencement of the gradual application of the principles contained in the Set of Measures. Although the method of counter-planning is an expression of the initiative of the widest working strata, its viability requires also certain economic and organizational conditions.

Two years are not a very long time, but they are nevertheless sufficient to gain some experience. Especially where there is interest in learning something new. The enterprises that employed the method of counter-planning truly honestly and knowledgeably have been able to convince themselves that the benefits of this method are by no means small. For example, at the Elektro-Praga National Enterprise in Hlinsko, 0.5 million korunas of additional wage resources were gained by fulfilling the counterplan. If we consider that this enterprise has 3,500 employees, this is not much. But the comrades themselves admit that they were maintaining the lower limit of their capabilities, and that in 1983 they are already aiming for higher performances. If they succeed in fulfilling their intentions this year, the volume of their wage resources will increase by a full 2.0 million korunas.

There are far more similar examples, and many of them are even more convincing. A number of enterprises under the CSR Ministry of Industry, the Federal Ministry of the Electrotechnical Industry, and also in other branches, became convinced that the properly guided and meritoriously rewarded initiative of the workers is the best method of uncovering reserves and eliminating shortcomings.

But if we consider the quality of counter-planning in general, it must be admitted that good results during the past two years were achieved at a minority of the enterprises and economic production units. Unavoidable corrections in the five-year plan certainly contributed to this. But the principal causes lie directly in the enterprise sphere. Often there was simply no interest in counter-planning (and the superior organs made no special effort to stimulate such interest), or--most often--the very essence of counter-planning was not understood correctly. In accepting the plan, the management of the enterprise "fought" for the lowest possible tasks, and when it became evident that the tasks would be overfulfilled, the management submitted a supplementary "counterplan," about which the workers in most cases did not even know. The exact opposite of this procedure is desirable. After all, the main benefit of counter-planning is not simply the overfulfillment of certain indicators, but the adoption of higher tasks that can be anticipated in advance (in other words, tasks that have been included in the plan) and which are the most necessary from the viewpoint of entire society. To this end it is essential that every worker--through a detailed and understandable breakdown of the plan by work stations--know what his personal contribution will be toward the fulfillment of the enterprise's tasks, and what he will be paid if he works harder and better.

The favorable and unfavorable experiences of the past two years, and also sufficient time to become thoroughly acquainted with all the methodological and organizational principles, should have been reflected to advantage in the preparation of this year's plan. Primarily in the sense that counter-planning should have ceased to be a sort of first swallow and should have become a truly current, proven and effective instrument for accelerating the rate of the economy's intensification. It can be established that to a certain extent these expectations have been realized. Counter-planning spread further and was employed, in varying degrees, at one-third of the economic production units. There has been improvement also in the quality of the plans, especially in their orientation on the intensive factors of development.

Among the indisputable benefits we may include also the fact that the plans of the economic production units themselves have responded more sensitively than in the past to the adoption of higher tasks at the enterprises. Thus counter-planning has successfully passed the enterprise limits and is being employed at the intermediate levels of management.

Wider application of the method of counter-planning at the intermediate levels of management unquestionably contributed to the fact that the tasks of the state plan have been less inconsistent at the economic production units than in the past. But the greater were the reservations at the level of entire ministries. Not one of the main ministries has been able to meet all the indicators of the state plan, and none has undertaken to perform something more. The ministry plans have concentrated mostly on fulfilling the adjusted value added indicator and the indicator of profitability (already because this is closely related to the formation of material resources); but far less attention has been devoted, for example, to the export indicators.

These findings indicate that while some enterprises and economic production units are able to offer society some additional performance, others are having serious difficulties in fulfilling even the basic economic tasks. From this there follows the unambiguous conclusion that merely perfection of the methods and organization of counter-planning is not enough to obtain from it the desired benefits for society. It is also necessary to eliminate the still existing very significant differences in the work of the individual economic production units and their subordinate enterprises. And here the ministerial organs (and primarily the Communists working in them) must play a unique role. It is up to them to assert their status as coordinators and central managing organs toward the "nonfulfillers." To utilize the experience of the best economic production units and enterprises, not for the purpose of masking the shortcomings of the lagging ones, but so that the below-average ones may at least attain the average. Only then will counter-planning cease to be an instrument for fulfilling what must be fulfilled, and will permit giving something more to the enterprise and to society as well. Over 100 percent.

1014
CSO: 2400/154

IMPACT OF REPLACING AGRICULTURAL EMPLOYEES WITH MACHINERY VIEWED

Bratislava EKONOMIKA POLNOHOSPODARSTVA in Slovak No 2, 1983 pp 68-72

[Article by Engineers Bohumil Studenik and Ludovit Vitarius, Research Institute of Farm Machinery, Rovinka pri Bratislave: "Replacement of Direct Labor in Agriculture"]

[Text] The replacement of direct labor with embodied labor is an objective process associated with the progress in science and technology. In our country as well as abroad, this process in agriculture was triggered by the migration of labor to industry and to the nonproductive sphere of services. The national economic necessity of ensuring an increase in food production and changes in its structure raises the requirement of maximizing the gross farm output with a declining work force.

The manpower leaving agriculture has been replaced with investments in embodied labor. In the cultivation of principal crops, there has been a change during the past 10 years from partial mechanization to full mechanization. Extensive development of mechanization equipment was replaced in the late 1970's with its intensive development: machines with a greater working width, more powerful engines, etc. In the case of other crops and in livestock production, mostly a level of partial mechanization was achieved.

The replacement of direct labor with embodied labor is achieved by investing more in new machinery and equipment. At some enterprises this process takes place without any reduction in the demand for direct labor. We have evaluated the replacement of direct labor in 1970-1980 within the cooperative sector of the Slovak Socialist Republic's agriculture. By the method of extrapolation, we then considered certain consequences of this substitution in the immediate future. Time series of the derived quantities were used.

Fixed Assets of the Unified Agricultural Cooperatives

One indicator of how well agriculture is equipped is the value of fixed assets per hectare of farmland. After 1970, the value of machinery and equipment increased exponentially. This trend was related to the increasing level of mechanization in the JRD's [unified agricultural cooperatives], and to the rising prices of the means of mechanization (of the prices per unit of the machinery's technical parameter).

Thus the rising unit prices partially distort the actual growth of the stock of machinery in the JRD's. In other words, the higher value of the fixed assets

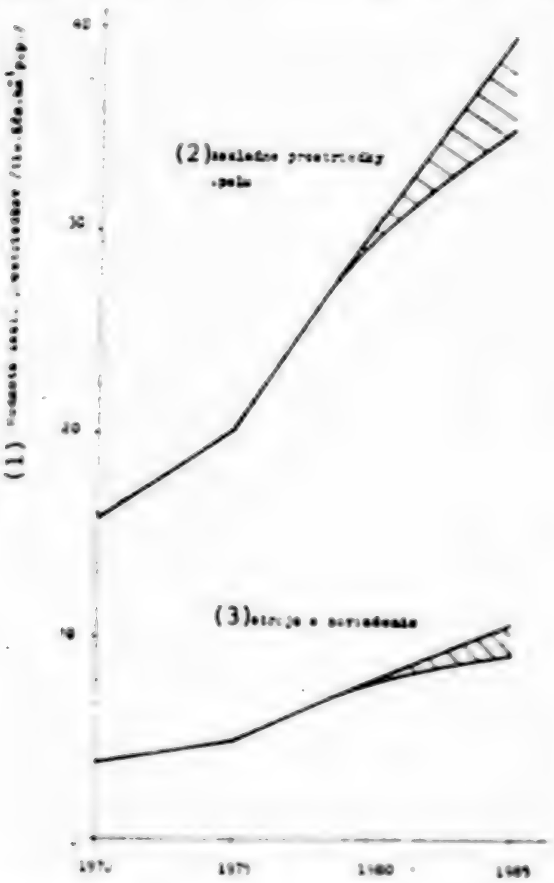


Figure 1. Change over time of the value of fixed assets in Slovakia's agriculture.

Key:

1. Value of fixed assets, 1000 korunas per hectare of farmland
2. Fixed assets jointly
3. Machinery and equipment

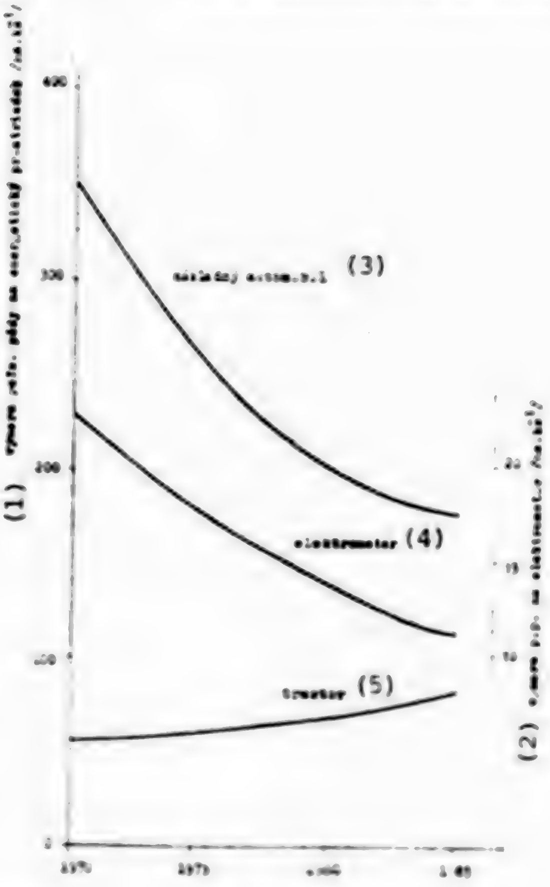


Figure 2. Acreage of farmland per selected items of machinery and equipment.

Key:

1. Acreage of farmland per power-operated equipment, hectares
2. Acreage of farmland per electric motor, hectares
3. Truck
4. Electric motor
5. Tractor

does not correspond directly to an increase in the available means of mechanization. The technical indicator of the level of farm mechanization is the installed engine power per hectare, because the availability of power-operated equipment determines as a rule also the availability of other machinery. In comparison with 1970, the installed engine power in agriculture increased 1.7-fold by 1980. However, the value of machinery and equipment during this same period increased by a factor of 2.2.

The change over time of the value of fixed assets jointly, as well as of machinery and equipment, is described with a minimal deviation of the residues, by an exponential function that is unsuitable for extrapolation. We obtain more realistic

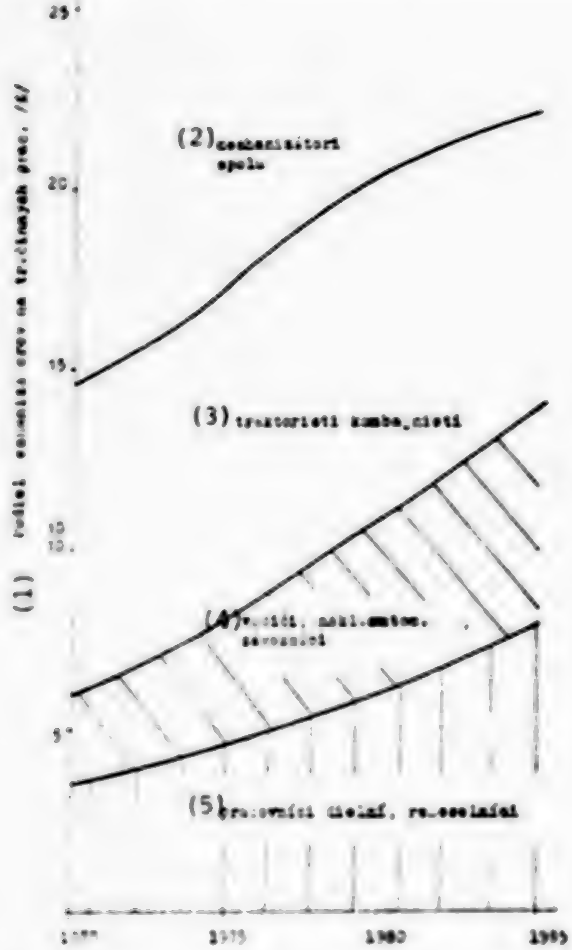


Figure 3. Change over time of the proportion of mechanization specialist, in percent of the number of full-time workers.

Key:

1. Proportion of mechanization specialists, in percent of the number of full-time workers
2. Mechanization specialists jointly
3. Tractor and combine operators
4. Truck drivers and helpers
5. Shop workers, craftsmen

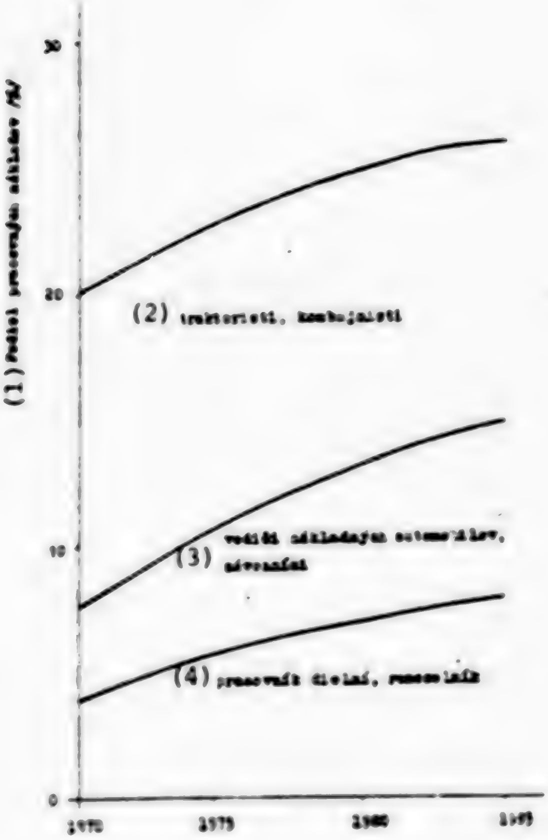


Figure 4. Structure of labor costs.

Key:

1. Percent of labor costs
2. Tractor and combine operators
3. Truck drivers and their helpers
4. Shop workers, craftsmen

results if we divide the time series into two intervals (1970-1975 and 1975-1980). Fig. 1 shows the change over time of the value of fixed assets in agriculture (at the 1 January 1977 prices) per hectare of farmland, using linear extrapolation and an irrational function. It may be assumed that saturation of the trend will gradually occur also in equipping agriculture with fixed assets. On the basis of investigating the capital intensity of the gross farm output it is possible to consider the value of fixed assets in the interval between the presented functions.

The acreage of farmland per tractor or combine operator has increased in accordance with the increase in the acreage per tractor. With the wider introduction of self-propelled machines after 1975, the rate of rise in the acreage per tractor or combine operator has slowed down. Whereas in 1970 the average number of tractors per worker in this trade was 1.13, in 1980 it was only 1.03 tractors. Which means that the increase in the number of self-propelled machines and the multishift operation of some of the machines required a further reduction in the average number of tractors per tractor or combine operator.

The acreage of farmland per truck driver or his helper has declined in accordance with the decline of the acreage per truck. The requirement to equip agriculture with more trucks will be reflected in the smaller acreage per truck driver or helper.

With the increasing level of agricultural mechanization, there is growing demand for maintaining the machinery and equipment in operating condition. Thus the acreage of farmland per shop worker or craftsman has gradually declined. This indicates that the JRD's are doing most of the repairs and maintenance on their farm machinery.

The increase of the acreage per tractor or combine operator is related to a considerable extent with the overall increase of the acreage of farmland per full-time worker. The acreage of farmland per full-time worker has changed over time on the significance level $P > 0.995$ according to a modified exponential function and a linear function. From the viewpoint of the logic of the process, the change over time of the acreage per full-time worker is better described by the modified exponential function of the following form:

$$V_p = 0.575 \cdot t'^{0.5} + 4.72$$

where V_p is the acreage of farmland per full-time worker, in hectares;

t' is the transformed time $t' = t - 1969$.

The above modified exponential function shows that the increase in acreage per worker should slow down in the forecast period.

The changes over time in the acreage per employee have clearly been projected into the changes over time in the structure of the work force. In 1970, the trades of tractor operator, combine operator, truck driver and helper, shop worker and craftsman accounted for only 14.7 percent of the total number of permanent workers. In 1980, however, their proportion increased to 20.4 percent. The linear trend of the rising proportion of these trades will slow down after 1980, due to the gradual "saturation" of agriculture's demand for power-operated machinery and equipment (Fig. 3).

Extrapolation of the trend of the acreage per full-time worker, and of the acreage per mechanization specialist, and the change over time in the structure of the work force were used to forecast the average acreage by the individual groups of workers (Table 2). An analysis of the manpower situation showed that an increase in farm mechanization will contribute to a reduction in the number of full-time workers. Simultaneously, however, the demand will increase for workers in the following trades: truck driver, helper, shop worker and craftsman. But the total number of mechanization specialists should not increase in the forecast period over 1980.

The replacement of direct labor in agriculture depends on the development of agriculture's power base. In mechanized crop production this power base is the installed power of the internal combustion engines; and in livestock production, in the stationary production lines, the installed power of the electric motors. In view of the present restrictions on the consumption of engine fuel, the rate of increase in agriculture's power-operated equipment will slow down. Intensification of the tractor stock is evident in that the acreage per tractor has been increasing moderately since 1970. This trend should continue also in the coming years. In the case of trucks and self-propelled machinery, the acreage per unit has dropped. The low level of the availability of stationary equipment in agriculture is confirmed also by the development over time of the acreage of farmland per electric motor (Fig. 2). The acreage per electric motor has dropped almost linearly, and this trend will continue also in the coming years because the level of mechanization in this area is lower than in crop production.

Manpower

The number of full-time workers in JRD's has not changed significantly since 1970. With the increase of the cooperative sector's acreage of farmland, therefore, the acreage per worker has increased. According to the latest world statistics (Indicators of Economic Development Abroad, 1980), the world average acreage per farm worker is 5.9 hectares of farmland. Our agriculture is above this average. Another comparable indicator that reflects the level of agriculture's fixed assets, respectively its production inputs, is the ratio of population per farmer. From the data for selected countries (Table 1) it is evident that among the socialist countries we rank first in all the compared indicators. In the USA the high energy input in agriculture is due to the fact that only 2.4 percent of the population works on farms.

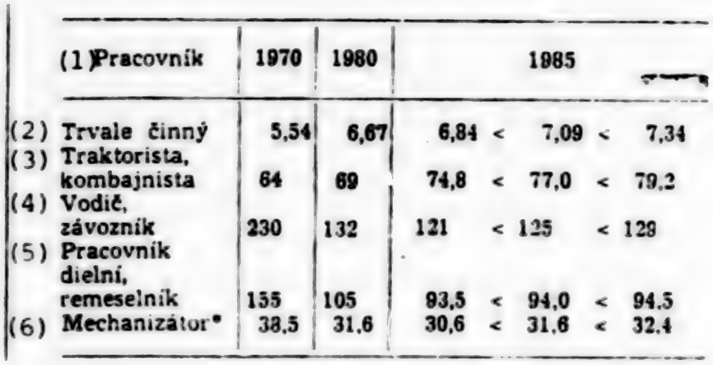
Table 1. Comparison of the Nubmer of Workers in Agriculture (1978 Data)

Krajina (1)	Výmera p. p. na pracovníka (2) [ha]	Podiel pracovníkov v poľnohospodárstve (3) [%]	Počet obyvateľov na pracovníkov v poľnohospodárstve (4)
ČSSR	8.1	11.4	17.5
SSR	7.4	7.0	14.3
(5) MĽR	7.4	17.3	11.7
(6) NDR	7.1	10.2	19.0
(7) BĽR	3.7	35.7	5.3
(8) ZSSR	25.5	18.1	5.5
(9) Rakúsko	11.0	10.1	22.4
(10) Dánsko	15.7	7.7	27.0
(11) Francúzsko	14.7	9.5	24.5
(12) NSR	10.1	4.6	46.8
USA	83.1	2.4	42.3

Key:

1. Country
2. Hectares/farmer
3. Farm employment, percent
4. Population/farmer
5. Hungary
6. German Democratic Republic
7. Bulgaria
8. Soviet Union
9. Austria
10. Denmark
11. France
12. Federal Republic of Germany

Table 2. Acreage of Farmland per Worker (Hectares)



(1) Pracovník	1970	1980	1985
(2) Trvale činný	5,54	6,67	6,84 < 7,09 < 7,34
(3) Traktorista, kombajnista	64	69	74,8 < 77,0 < 79,2
(4) Vodič, závozník	230	132	121 < 125 < 128
(5) Pracovník dielní, remeselník	155	105	93,5 < 94,0 < 94,5
(6) Mechanizátor*	38,5	31,6	30,6 < 31,6 < 32,4

*Tractor and combine operator, truck driver and helper, shop worker and craftsman.

Key:

1. Worker	4. Truck driver, helper
2. Full-time	5. Shop worker, craftsman
3. Tractor, combine operator	6. Mechanization specialist

The confidence interval for 1985 is determined on the basis of the deviation of the residues and the value of the t test for the significance level $P > 0.99$. The confidence intervals are relatively narrow and indicate that in the past the trends were burdened by minimal deviations.

Operating Costs of Machinery and Equipment

The total cost per hectare of farmland increased according to a linear function of the following form:

$$C_N = 8075 + 546.6\ t'$$

where C_N is the total cost in korunas per hectare,

t' is the transformed time $t' = t - 1968$ (year).

Both labor and material costs contribute to this linear growth.

In evaluating the direct costs of operating machinery and equipment we started out from the statistical report "Annual Report on Economic Activity." From this report the following factors of direct cost were evaluated:

1. Labor costs for
--Tractor and combine operators;
--Truck drivers and helpers;
--Shop workers and craftsmen.

2. Material costs for
--Electricity;
--Motor fuels and lubricants;
--Spare parts and repair supplies;
--Repairs and maintenance.

These costs give an overview of the direct costs of machinery and equipment, although some of the items are related only to the cost of operation.

The labor costs per full-time worker increased according to a logistic function. This character of the labor costs' change over time is related to the change of the average acreage of farmland per full-time worker. The change over time of the labor costs per hectare of farmland showed the same character also in the case of a mechanization specialist. As a result of the stabilization of the acreage per mechanization specialist (Table 2), in the coming years the labor cost per mechanization specialist is not expected to increase significantly over 1980. The structure of the labor costs for mechanization specialists conforms to the change over time of the structure of workers in the area of mechanization. The structure of the labor costs for mechanization specialists, in percent of total labor costs, is shown in Fig. 4. In conjunction with the saturation of the trend of the average acreage of farmland per mechanization specialist, we expect also the saturation of the mechanization specialists' labor costs in percent of the total labor costs.

The proportion of the mechanization specialists' labor costs in percent of the total labor costs did not change significantly in the 1970-1980 time interval. From 1975 on, a declining trend can be observed of the proportion of the mechanization specialists' wage costs in relation to the total costs. The change over time of the mechanization specialists' wage costs in percent of the total costs is shown in Fig. 5.

The material costs of operating machinery and equipment include the costs of energy in general (electricity, and motor fuels and lubricants), and the costs of maintaining the machinery and equipment in operating condition (spare parts, and repairs and maintenance). In the time series of the costs of motor fuel, there is external intervention in its consumption since 1979. Due to the price increase of motor fuel, the costs of motor fuel and lubricants are expected to rise according to an irrational function. In the case of the costs of electricity, the same function was used for extrapolation as for the costs of motor fuel and lubricants. However, the confidence intervals are very wide for both functions, which is due to price adjustments during the analyzed period.

The costs of spare parts per hectare of farmland increased in accordance with the rise in the value of machinery and equipment. In view of the change in the value of machinery and equipment per hectare of farm land, the costs of spare parts are assumed to change accordingly. The consumption of spare parts in agriculture is frequently the subject of criticism. However, the retrospective analysis showed that the costs of spare parts during the investigated period amounted to about 8 percent of the value of the machinery and equipment.

The costs of repairs and maintenance rose progressively. This reflects the fact that enterprises of GR STS a OPS [General Directorate of State Tractor Stations and Agricultural Machinery Repair Shops] are participating increasingly in maintaining the machinery and equipment of the JRD's in operating condition. Development of the costs of operating the machinery and equipment is shown in Table 3. In view of the 1980 costs, it may be assumed that the labor and material costs are developing along the upper bound of the confidence interval.

Analysis of the change in the direct costs of operating machinery and equipment showed that in absolute terms these costs would continue to rise also in the coming years. Their share of the total direct costs, however, should not increase significantly over 1980. At a significance level $P > 0.995$, the mentioned change was described by a logistic function. A linear function best described the change over time of the proportions of the material costs' individual components.

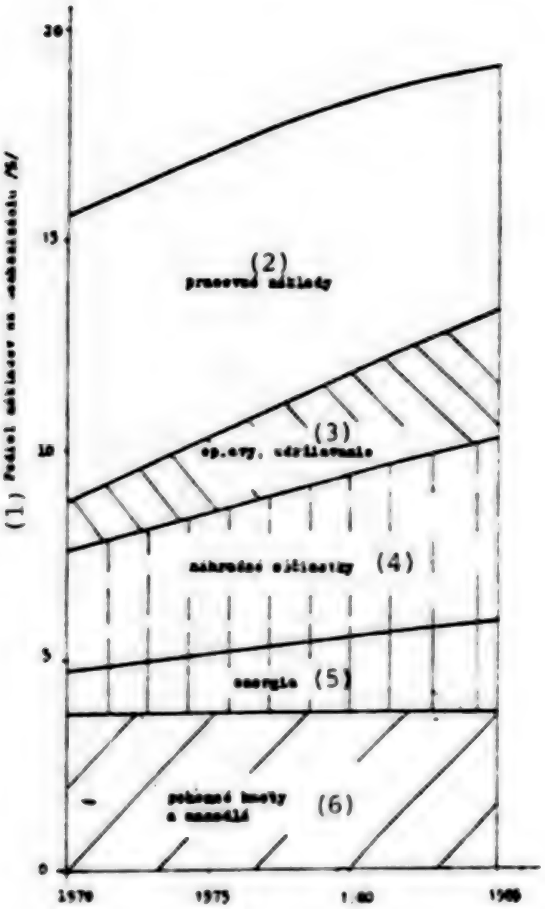


Figure 5. Proportion of mechanization costs in relation to total costs.

Key:

1. Proportion of mechanization costs, percent
2. Labor costs
3. Repairs, maintenance
4. Spare parts
5. Electricity
6. Motor fuel and lubricants

Table 3. Operating Costs of Machinery and Equipment per Hectare, Korunas

(1) Náklady	1970	1980	1985
(2) Pracovné spolu	616	1011	1120 < 1140 < 1160
(3) Materiálové spolu	825	1755	2075 < 2185 < 2393
(4) z toho			
(5) — PHM	338	515	565 < 603 < 641
(6) — energia	73	253	244 < 274 < 304
(7) — náhrad. súčiastky	280	615	762 < 796 < 830
(8) — opravy, udržiavanie	130	372	504 < 512 < 520

Key:

1. Costs
2. Labor costs, jointly
3. Material costs, jointly
4. Of which
5. Motor fuel, lubricants
6. Electricity
7. Spare parts
8. Repairs, maintenance

The share of motor fuel and lubricant costs in relation to total costs was 3.7 to 3.9 percent during the investigated period. This was one cost item within the cost structure that did not change over time. This trend might be influenced by the adjustment of motor fuel prices in 1981. The change over time of the structure of direct costs for machinery and equipment is illustrated in Fig. 5. The forecast of the direct costs of mechanization, and the forecast of the total costs confirm the change of costs along the upper bound of the confidence interval, as shown in Table 3.

Conclusion

The rising level of mechanization in the JRD's has contributed favorably toward increasing the average acreage of farmland per full-time worker. According to the forecast of the advances in science and technology, and the forecast of the average acreage per worker, the prerequisites exist for a further rise by 1985 in the average acreage of farmland per full-time worker, to about 30 percent over 1970. The number of workers assigned to machinery and equipment should remain in 1985 at the same level as in 1980, but a change will be necessary in the structure of workers in this area. The proportion of tractor operators should decline, in favor of truck drivers, helpers, shop workers and crafstmen.

The value of machinery and equipment in 1980 was about double their 1970 value. This increase was caused by a decline in the number of workers, an increase in the gross output of agriculture, and by the higher unit prices of machinery and equipment. The rise of these unit prices can be attributed to better working conditions for machine operators, to the higher technical level of the machines' equipment, to labor-saving features for the benefit of the operating personnel, etc. The gross farm output per hectare of farmland increased by one-third during the investigated period.

The value of the machinery and equipment per worker followed the trend of the change over time in the value of machinery and equipment per hectare of farmland. By the end of the forecast period, the value of machinery and equipment per worker exceeded 350 percent of this value in 1970.

The costs of operating the machinery and equipment increased as a linear function of time. However, the regression coefficient of these costs was higher than the regression coefficient for the total costs. The increase in operating costs at the end of the investigated period was 195 percent in comparison with 1970, but the increase in total costs was only 165 percent, which may be regarded as unfavorable from the viewpoint of replacing direct labor with embodied labor. On the other hand, however, it should be noted that the increase in the costs of operating the machinery and equipment was smaller than the increase in the value of machinery and equipment per hectare of farmland. In 1970-1975, the operating costs were around 39 percent of the value of the machinery and equipment. After this interval, the proportion of these costs dropped exponentially. This trend of the proportion of mechanization costs in relation to the value of the machinery and equipment was related to the following factors:

--Justified renewal of the machinery and equipment, and

--Decline of the annual performance of the machinery and equipment, as a result of the gradual "saturation" of agriculture's demand for machinery and equipment.

Table 4. Comparison of Selected Indicators of Substituting Embodied Labor for Direct Labor

(1) Ukazovateľ	(2) Jedn.	1970	1980	1985
Celkové náklady spolu (3)	Kčs.ha^{-1}	9 180	15 136	16 680 < 17 370 < 18 060
z toho náklady na mechanizáciu (4)	Kčs.ha^{-1}	1 441	2 766	3 195 < 3 325 < 3 455
Podiel nákladov na mechanizáciu k celkovým nákladom (5)	%	15.7	18.3	18.9 < 19 < 19.1
Pracovné náklady na trvale činného pracovníka (6)	Kčs.ha^{-1}	3 121	4 080	4 375 < 4 390 < 4 405
z toho na mechanizátora (7)	Kčs.ha^{-1}	616	1 011	1 120 < 1 140 < 1 160
Podiel pracovných nákladov na mechanizátora k pracovným nákladom trvale činného pracovníka (8)	%	19,7	24,8	25,6 < 26 < 26,4
Hodnota základných prostriedkov (9)	Kčs.ha^{-1}	15 690	30 060	35 050 < 37 310 < 39 570
z toho stroje a zariadenia (10)	Kčs.ha^{-1}	3 700	7 880	9 170 < 9 810 < 10 450
Podiel hodnoty strojov a zariadenia (11)	%	23,2	26,2	26.2 < 26.3 < 26,4
Hodnota strojov a zariadenia na trvale činného pracovníka (12)	(14) Kčs na prac.	20 160	52 580	65 015 < 69 550 < 74 085
Hodnota nákladov na mechanizáciu na hodnotu strojov (13)	Kčs.Kčs^{-1}	0,390	0,351	0,332 < 0,339 < 0,346

Key:

1. Indicator
2. Unit
3. Total costs jointly
4. Of which mechanization costs
5. Share of mechanization costs within total costs
6. Labor costs per full-time worker
7. Of which labor cost per mechanization specialist
8. Ratio of labor cost per mechanization specialist to labor cost per full-time worker
9. Value of fixed assets
10. Of which machinery and equipment
11. Proportion of value of machinery and equipment
12. Value of machinery and equipment per full-time worker
13. Mechanization costs per value of machinery and equipment
14. Korunas per worker

In the cost structure of operating machinery and equipment, the following facts were established:

a. Fuel and lubricant costs were nearly constant and accounted for 3.8 percent of the mechanization costs;

b. The costs of spare parts and repair supplies increased at the same rate as the value of the machinery and equipment. Their share was about 8 percent of the value of the machinery and equipment.

A comparison of selected indicators of substituting embodied labor for direct labor is presented in Table 4. The confidence intervals for the forecast period were fairly narrow, indicating the high degree of correlation between the evaluated indicators and time, and between the indicators mutually.

Extrapolation of the operating costs of the machinery and equipment indicates that their share of total costs should become saturated. This trend may be regarded as favorable, but it should be pointed out that it assumes replacement of the machinery in 1981-1985 at least at the same rate as under the 6th Five-Year Plan. If less is invested in replacing machinery and equipment, their average will increase and the cost relationships will be disrupted. Unit prices of machinery and equipment will probably continue to rise. This will affect unfavorably the replacement of direct labor with embodied labor.

1014
CSO: 2400/165

CHAMBER OF TECHNOLOGY PREPARES FOR NOVEMBER 1983 CONGRESS

Working Groups Set Up

East Berlin TG--TECHNISCHE GEMEINSCHAFT in German Vol 31 No 1, Jan 83 (signed to press 30 Nov 82) p 4

[Unattributed report: "Eighth Chamber of Technology (KDT) Congress Convened --17th Conference of KDT Presidium: Working Groups of KDT Presidium to Prepare Eighth KDT Congress"]

> [Text] On 15 and 16 December 1982, the 17th Conference of the Chamber of Technology (KDT) Presidium took place in Berlin.
>
> The Presidium decided to convene the Eighth KDT Congress in Berlin, capital of the GDR, on 18 and 19 November 1983, pursuant to Article 9 of the KDT statute.
>
> Decided also were the election guideline and the setting up of working groups to prepare for the congress.
>
> Elections in the operations sections and KDT organizations at universities, colleges and technical schools and the institutes will be held between 15 May and 30 June 1983, in the delegates conferences of the bezirk affiliations, between 15 and 30 September 1983.
>
> Boards in technical associations and scientific-technical societies will be newly appointed after the elections.

First Working Group

The social responsibility of the socialist engineering organization in the 1980's under the conditions of an accelerated scientific-technical progress.
--The tasks of the scientists and engineers on behalf of social progress and the preservation of peace,
--molding the socialist engineer's professional ethics,
--the role and position of scientists and engineers in the struggle for the highest R&D efficiency.

Second Working Group

KDT's responsibility for top achievements in enterprises and combines, mainly
--the tasks of the organization in developing creativeness among the scientists, engineers, economists and innovators,
--KDT's tasks and chances for stimulating creative achievements,
--developing initiatives to stretch the lead time for ideas for improving the quality of scientific-technical objectives.

Third Working Group

The responsibility of the socialist engineering organization for developing creativeness and imaginative achievements among graduates, young scientists and engineers, and their being drawn more into the effort for top achievements with special regard for
--the KDT tasks in attracting graduates, young scientists and engineers to assuming ambitious scientific-technical tasks,
--the KDT tasks at academies, universities and technical schools,
--the shared efforts between engineers and innovators in the MMM (Fair of the Masters of Tomorrow) movement.

Fourth Working Group

KDT responsibility for supporting socialist emulation in science, technology and production with special regard for
--the development of innovator work and creative shared efforts between engineers and workers,
--a higher level of rationalization and intensification and of the level of technological work.

Fifth Working Group

The responsibility of the socialist engineering organization for advanced training, especially lead-oriented educational requirements and strategic educational measures with regard to
--the educational lead to strengthen the use of research and technology for intensification, particularly in the application of microelectronics and robot technology,
--the organization of educational measures on the highest level of efficacy.

Sixth Working Group

The tasks and experiences of the elected and appointed executives of the KDT in conducting and organizing socialist cooperative efforts in volunteer collectives with special regard for
--an extensive involvement of the members of the operations sections in implementing the political and scientific-technical tasks while using proven methods such as KDT projects, creditable missions and so forth,
--more of a use of the experiences and insights of the next higher technical organs for the solution of scientific-technical tasks in the operations sections,
--a better quality of socialist cooperative work of the KDT in the combines.

Members and collectives of our organization may submit suggestions and views on those topics under the catchword "Suggestions for the Eighth KDT Congress" to the KDT Presidium, 1086 Berlin, POB 1315.

KDT Vice President's Speech

East Berlin TG--TECHNISCHE GEMEINSCHAFT in German Vol 31 No 1, Jan 83 (signed to press 30 Nov 82) pp 5-6

[Excerpts "From Speech on KDT Responsibility for Greater Economic Effectiveness of Research and Technology," given by Dr Kurt Singhuber, engineer, KDT vice president, at 17th Conference of KDT Presidium, East Berlin, 15-16 December 1982]

[Text] Our GDR can accomplish its role in the struggle over solving the vital problem of our time in the worldwide issue about war and peace all the better, the more it is being strengthened all-around.

That is why our KPD collective must do what it can to bring about a penetrating production intensification and rationalization through a great acceleration of scientific-technical progress.

Our action guideline is the election directive for the preparation of the eighth congress.

So we are confronting the need as an engineering organization to initiate an extensive movement for creatively producing novel scientific-technical ideas and feasible constructive solutions that lead to more top products and technologies.

Another priority task we find in that all KDT collectives struggle more persistently than before for improving the level of scientific-technical work in the production preparation collectives of the combines and in science institutions and also use for it in a concentrated fashion all the potentials of cooperative and educational work.

But this also is the place where it must be frankly admitted that such a combative approach has not yet become the yardstick for most of our operations sections and our members in research and technology. An obstacle, it turns out, is the opinion one can still run into here and there that we do not have the capacity to reach top international standards at a wider range and be better than the competition is. This unsatisfactory political reality is reflected by that only 18 percent of the KDT projects aims at achieving genuine top standards and less than 5 percent, at increasing exports.

In the final analysis, for fulfilling the ambitious scientific-technical tasks in the years ahead it will be more important than ever significantly to strengthen the scope and level of our lead-oriented and practically effective advanced education, combined with training in the knowledge acquired, to improve the efficiency and quality of scientific-technical work.

It is important for our central technical organs to prepare advanced training measures for the following key points:

1. a lead-oriented training for most of the developers, designers, project planners and technologists by means of a pervasive utilization of computer-aided efforts from research to production, and
2. elaborating ambitious targets in the official duty records, and this in connection with working out complex international standard comparisons through market research and in connection with intrinsic value/cost analyses.

What are the key points we want to concentrate on especially in developing energetic creative efforts in R&D?

In the first place, we must bring our influence to bear on developing and producing salable commodities and technologies at international top standards by using domestic raw materials exclusively.

In R&D, however, more efficiency is also wanted. I mainly have in mind the time that elapses from originating an idea to the finished product.

Although the 16th conference of our Presidium thoroughly dealt with our energy economy, I like to point out once again that it continues to be an important complex of tasks for KDT work.

Another tasking area is the materials economy. Especially here we must make greater efforts still in using most economically the raw materials that are being used and toward achieving still more of a performance growth through enhanced refining.

A key issue in the materials economy, for today and for the future, is that it is not only a matter of improving relative savings, i.e. the reduction of the specific consumption of raw materials and working material, but of an absolute reduction of funds invested compared with the stage up to now.

Many regard refining merely as a way of proceeding toward higher production levels. That is true enough, but one must not stop there. Mainly domestic raw materials have to be refined. From there the greatest effects have to come.

In this connection I wish to point specifically to the still by no means fully exhausted reserve of more dynamic standardization, particularly in designing, project planning and technology.

It is important for our operations sections to help more purposefully than they have done, through assessments and opinion papers, in constantly adapting working standards and material and energy consumption norms to the very latest requirements.

Because rapidly developing automation under prevailing economic conditions cannot mean fully replacing all the available installations, we shall have to concentrate on thoroughly overhauling the basic assets by means of industrial robot technology and microelectronics. In the development and use of accessories, controls, support and testing techniques, we shall be actively involved, with recommendations and solutions, to integrate available installations within complex automation.

Under prevailing conditions, we must regard the boosting of the construction of means of rationalization as a main way to modernize our funds and place newly developed products more rapidly in production. Particularly by later making use of electronic circuits, the conversion of entire technological processes becomes possible.

That enables us to support effectively through our operations sections the formation of planned scientific-technical design and project planning groups for the construction of means of rationalization.

Complex automation in the enterprises also calls for accelerating the basic research-development-production cycle as well as for new computer-aided design and technological preparation methods. Increasing importance attaches to production prepration solutions such as "interactive design and technological jobs."

The last thing I want to refer to, a tasking area of equal importance, is consumer commodity production.

KDT collectives bring an active influence to bear on
--the production of consumer commodities in high demand, proper as to qualities, in ample supply,
--the development of new high-grade industrial consumer commodities based on domestic raw materials and low in material and energy consumption, especially in the enterprises that are producing the means of production, and
--further improvements in the quality and efficiency of services and repairs for industrial consumer commodities.

From the requirements and tasking areas referred to there are derived the following conclusions for our further work in research and technology.

First: A faster and more complete utilization of the data of the scientific-technical revolution and, in particular, a greater contribution by KDT members to accomplishing more top achievements mainly calls for more strongly profiled basic political-ideological positions. We must be consciously intent on maximum achievements.

Second: The organizing of diversified cooperative and educational work must help to a much larger extent in creating a more long-range scientific-technical lead and promising ideas in the operations sections and technical organizations.

All KDT collectives have to set down concrete rules for rapidly elaborating original engineering ideas and solutions for developing novel products and up-to-date technologies.

KDT collectives must more come to grips with the international development trend and take it into account in good time.

We should also be looking for new ways of using the wealth of ideas of outstanding inventors as an important source of production ideas.

Third: We must give special attention to enhancing the role of official duty records in seeking top achievements. Through suggestions and viewpoints, KDT members can help much more effectively in assigning ambitious technical and economic tasks which will ensure high economic effects when the scientific-technical potential is used in a concentrated fashion.

Fourth: Providing for a creative climate in the production preparation collectives as a precondition for stimulating top achievements is an especially responsible task all KDT members have.

That includes such factors as
--handing out high challenging assignments;
--ensuring a well qualified composition of the collectives;
--organizing scientific debate;
--access to the most important information for research work; and
--creating optimal working conditions.

Fifth: As the election directive directs, all KDT collectives have to set down measures aimed at more strongly supporting the young college and technical school engineers in their struggle for higher scientific achievements. This appeal addresses the senior and more experienced researchers and developers in terms of the experience they bear for the political, technical and character development of the young cadres.

By no means must we permit that young promising talents are simply drowned in the mass of people.

Sixth: All research organization and the use of modern information processing technology must also through KDT efforts be raised onto a generally higher level. As through the application of computer-aided work completely new types of labor are generated in development, design, project planning and technology, and entirely new thoughts are needed, more indoctrination and training work are needed.

The modern technique in rationalizing scientific-technical work will bring the desired success only, however, if elemental prerequisites are established such as careful planning, caution and reliability in the collectives.

The GDR was generated by means of struggle. It came out stronger of every struggle, every test. Through our political responsibility as the socialist engineering organization, we must further speed up our scientific-technical progress as our decisive source of growth and bring the rich intellectual potential of our country fully to bear.

KDT President's Report

East Berlin TG--TECHNISCHE GEMEINSCHAFT in German Vol 31 No 1, Jan 83 (signed to press 30 Nov 82) pp 7-8

[Excerpts "From Report on Status of KDT Commitment and on Preparation of Eighth KDT Congress," given by Prof Dr Manfred Schubert, engineer, KDT president, at 17th Conference of KDT Presidium, East Berlin, 15-16 December 1982]

[Text] As you know, in analyzing the 10th party congress at the 11th Conference of our Presidium we took on a most demanding obligation in aiming to improve significantly the performance of our members and collectives in fulfilment of the high goals of the party congress prior to our own eighth congress.

Out of the 8,000 KDT projects assumed up to our eighth congress, our operations sections have accounted for 4,050 showing high economic results.

A point must also be made about our technical organs above the enterprise level having taken on 300 KDT projects. That shows the qualitatively new features in above-enterprise efforts and the interdisciplinary manner of solving ambitious scientific-technical tasks.

Above and beyond the KDT projects, members and collectives assumed many obligations to solve enterprise or combine-specific tasks. This we highly appreciate because more than 20,000 collective commitments with over 100,000 tasks and performances express a great readiness for fulfilling the plan tasks.

Through our commitment we have assumed the responsible task to accomplish, with 1,700 KDT projects, scientific-technical top achievements up to the eighth congress and implement 1,000 inventive achievements above and beyond the planned figure. What with all the problems in evaluating KDT projects accounted for with respect to top achievements, analyses show that such bezirk associations as Erfurt, Suhl, Halle, Rostock and Magdeburg have fulfilled their tasks up to an average of 50 percent. Other bezirk associations like Cottbus, Frankfurt/Oder, Potsdam and Neubrandenburg also have reached a high status. The bezirk association of Suhl even managed to get up to 70 percent of its objective.

Yet some bezirk associations have settled for remaining behind. The proportion of accomplished top achievements, for example, lies around 3 percent in the bezirk associations of Dresden, around 5 percent in Schwerin, around 8 percent in Gera, around 9 percent in Karl-Marx-Stadt, around 11 percent in Leipzig, and around 19 percent in Berlin.

Key points in our commitment are also the use of microelectronics and robot technology. For ambitious performances in these fields we have 4,900 KDT projects as commitments before us. Of them thus far nearly 800 have been taken care of in the use of microelectronics, and 750 in the industrial robot tasks.

Targeted surveys for KDT projects in the use of industrial robots accounted for indicate, however, that only in one out of every four tasks the objective assigned by the party and government in releasing labor has been attained or, as the case may be, surpassed. And that is why we have only reached 40 percent of our goal of contributing to the saving of working hours.

In the field of quality development we have done fast and broadly effective work. So far over 1,700 KDT projects dealing with quality improvement have been accounted for. Thereby targets in this field have been attained by a goodly 70 percent. Our greater efforts at making headway in consumer goods production through KDT projects have also become clear. More than 600 results have already been achieved. And still our progress is much too small in developing new ideas for consumer goods.

Much hard work has been done since the 10th party congress in the field of advanced education to provide roughly 125,000 cadres in eight key areas with new knowledge and skills.

We have managed to enforce the concentration on key points in advanced education generally and specially in the third basic direction--courses with final grades. One and one-half years ago, only circa 20 percent knew anything about such matters as microelectronics or scientific labor organization, and no one knew anything about industrial robot technology, heating oil substitution and design, but in 1983 we shall concentrate a goodly 60 percent of all educational measures on our eight key points.

Moreover, in the operations sections there have been developed new potentials for key point-oriented advanced training as one would not have thought possible only 2 years ago. In the operations sections today, through material made available by bezirk managements, 30,000 engineers are now being trained annually in courses with final grades.

Training and advanced training are difficult matters in industrial controls and ADP. Disparities in achievements in these fields range from 3 percent of the objective in the bezirk associations of Erfurt and Neubrandenburg up to 227 percent in the Leipzig bezirk association. In training R&D engineers in design we have thus far accomplished only 13 percent of the target.

The election directive stands under the motto of "High Creative Achievements of One's Own in Science and Technology and Production--My Energy for the Strengthening of the GDR and the Safeguarding of Peace." Thereby we demonstrate that we wish to bring together all members and collectives in a broad initiative movement making for significantly higher creative achievements.

Thereby we mean such ambitious and auspicous objectives as
--the development of an extensive movement for creatively producing new scientific-technical ideas and feasible constructive solutions;
--a higher creative level of scientific-technical work in the combines and science institutions; and
--developing an extensive initiative for constantly tracking reserves in the overall reproduction process.

These key points of the election directive mark the major thrust of the work of the socialist engineering organization in preparation of the elections and the congress and for the years ahead as well. They offer all members of our organization, and the scientists and engineers altogether, all chances for interesting scientific-technical work.

Especially since the 10th SED Congress, basic political attitudes have formed in more than a few members which more and more conform with the professional ethics of a socialist scientist or engineer. What distinguishes these members whose political conduct must become the general conduct of most of the members in our organization over the years ahead?

These scientists and engineers deliberately devote their thoughts and deeds to the service to socialist society. Their awareness of their overall social responsibility goes together with an always wide awake sense for that the society needs their dedication and abilities for developing innovations. for making what is alredy known more effective, for tapping resources and trying new ways. These members know all the implications of their scientific-technical efforts on behalf of socialism in our age that is so critical for the further history of mankind. It mainly means: Strategic thinking, readiness for risks. a high personal commitment, the ability to combine one's own knowledge and skills with the collective's capacity, and an impassioned struggle for improving the efficiency and level of science and technology.

Their responsible conduct mainly rests on a confident relationship with the working class party. The election directive calls for conducting the KDT's political and technical work concretely, ambitiously and accountably, developing new initiatives and obligations for the fulfilment and targeted overfulfilment of the science and technology plans, and achieving a higher level.

By developing a comprehensive movement for creatively producing new scientific-technical ideas and feasible constructive solutions, we intend to provide powerful impulses for the further development of science and technology and their effective economic utilization in the enterprises and combines. Everyone of us is clearly aware that we can achieve such a lofty goal. which is so necessary in our time, only if we create everywhere an atmosphere of political clarity and of understanding one's own responsibility.

The KDT Presidium expects that the executive committees of the operations sections perform the kind of political indoctrination that will enable them to understand the political and technical concerns of the election directive and to derive personal inferences from that for the attitude they should take.

Executives must take for granted that initiatives do not arise automatically. They call for membership recruiting, positions on tasks and clear standpoints. The complex implementation of the key points in the election directive calls for clarity about the new criteria and the responsibility implied by them.

We expect of the executive committees of the operations sections that they will use the scientific-technical potentials available to them full range and concentrate their capacities on level and efficiency-controlling key points. And it is a touchstone for the political maturity of the executives how well they manage to bring the creativeness of the young intellectuals to highest fruition by assigning to them important scientific-technical tasks, and make them make the fullest use of their performance capability and readiness.

To be successful, one also must in every way promote, encourage and stimulate those scientists, engineers, economists and innovators who, fully aware of their responsibility, commit themselves to new ideas and high goals and achievements.

The Presidium expects of the central technical organs and the boards of the technical associations and scientific-technological societies that they now, through fully using their great scientific-technical potentials, their valuable insights and experiences, bring a significantly stronger influence to bear on working on the scientific-technical lead requirement, and that they, in a targeted operational manner, see to it that such information, and such tasks, ideas and recommendations, via the combine activists group, are made known to all operations sections. Especially important here also are new initiatives for furthering the work in the bezirk-managed combines, which have mainly individual members and do not have as yet the strength of operations sections.

The tasks in preparation of the eighth congress doubtless place new and higher demands on the leadership and management of the organization. In all this we should be fully aware that historically grown and habitual management methods alone no longer satisfy today's demands.

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EFFECTIVENESS OF FREIGHT TRANSPORTATION DECREE EVALUATED

East Gerlin EISENBAHNPRAXIS in German Vol 26 No 6, Dec 82 (signed to press 6 Oct 82) pp 265--271

[Article by Klaus-Georg Westphal, jurist, engineer; and Andreas Schaack, engineer, Main Administration for Operational and Transportation Services of the German Railway (DR), Ministry for Transportation: "Implementation of the Freight Transportation Regulations--A Task Involving the Entire National Economy: First Evaluation of the Effectiveness of the New Freight Transportation Regulations." A translation of the commentary by transportation legal experts Ehrhard Thiele and Heinz Oschlies, cited in footnote 1, is published as part of a series of commentaries under the headline, "New Measures to Curb Demand for Transportation Services Analyzed," in JPRS 80301, 11 Mar 82, No 2244 of this series, pp 21-101 (subheaded "Freight Transportation Decree--GTVO," pp 34-44). For other related information see translations of a 22 July 1982 decree on freight and passenger traffic coordination and of an article by GDR transportation research director Werner Lindner, published under quoted headings in the following JPRS issues of this series: "New Legislation Regulating Freight, Passenger Traffic Published," 82419, 8 Dec 82, No 2346, pp 16-32; and "Key Elements of Transportation Research Outlined," 81670, 31 Aug 82, No 2310, pp 25-32]

[Text] On 15 February 1982, the Freight Transportation Decree (GTVO) and its First through Sixth Implementing Regulations went into effect, forming the basic legal regulations for freight transportation. Together with the corresponding follow-up regulations in the Rate and Traffic Schedule (TVA), they form a system of regulations for the arrangement and development of the transportation process, including the determination of the rights and the duties of the agents involved in freight transportation and the regulation of their relationships.

1. Objective of New Legal Regulations

Legal regulations took effect in the form of the GTVO and the follow-up regulations for the three domestic carriers--railroad, inland shipping, and motor transportation--which cover all phases of the preparation, implementation, and completion of freight transportation and which regulate them essentially in a coordinated and complex fashion.

The GTVO covers the basic principles for the management, planning, organization, and implementation of public freight transportation, including the task assignments and the cooperation of the carriers. It also includes the transloading of goods related to transportation and the principles for the development of production cooperation relations with the transport clients, specifically not only for car load and container transport but also for piece goods shipment.

The new regulations are built on the proven regulations of the Transportation Decree and its implementing regulations as well as past shipping law and correspond to the objective possibilities of those cooperating in freight transportation and the requirements of the national economy's development.

In addition to that, the following objectives, among others, were used as foundation in drafting the new legal regulations:

Guaranteeing shipments justified in terms of the national economy;

Reducing the transportation expenditure while observing energy-management requirements;

Optimum utilization of transportation capacities;

Speed-up of transportation equipment circulation;

Guaranteeing discipline, order, and safety in freight transportation;

Reducing the damage to transportation equipment.

The provisions existing until the entry into force of the new regulations were analyzed, examined by experts, and processed from these aspects and the lessons learned during their application were analyzed. This also included determinations made in the meantime by the Council of Ministers and they were included in the new freight transportation law regulations.

At the same time:

Provisions, whose implementation in the past created problems, were spelled out more clearly and more definitely;

Individual factual regulations were tightened up and simplified;

Separations of regulations that belong together were eliminated, that is to say, those that had until now been set up on the basis of the system of legal regulations in the form of different legal regulations or on various levels.

Through consistent and creative application and implementation of the new legal regulations, it is necessary to make a decisive contribution to the attainment of the objectives mentioned. Here it is necessary comprehensively to use scientific-technical progress and territorial rationalization; transportation operations must be implemented in terms of optimum energy use.

It is of decisive importance to achieve the maximum possible increase in the available national income through the accomplishment of freight transportation tasks on a high quality level and with minimum expenditure to the national economy because "a well-organized and smoothly functioning freight transportation operation is a significant national economic effectiveness factor" (see Article 1, GTVO).

2. Structure of Legal Regulations

The new legal regulations combine the:

Shipping law provisions until now contained in the Railroad Traffic Regulation (EVO),

The shipping law provisions contained in additional issues of the old German Railroad Freight Rate Schedule (DEGT),

The provisions contained in the Transportation Decree (TVO) and the follow-up provisions concerning cooperation between carriers and transportation clients in the preparation and completion of the transportation process,

In the form of the "Decree of Public Freight Transportation by Railroad, Inland Shipping, and Motor Transport--Freight Transportation Decree (GTVO)--" and its follow-up regulations.

Follow-up regulations, concerning the railroad sector, include the following:

The First Implementing Regulation to the GTVO--provisions for load shipment by the railroad,

The Fourth Implementing Regulation to the GTVO--provisions for goods transloading,

The Fifth Implementing Regulation to the GTVO--provisions for the shipment and utilization of large and medium-sized containers,

The Sixth Implementing Regulation to the GTVO--provisions for the use of small containers and pallets in load shipment by the railroad and in piece goods shipment as well as the traffic regulations issued on the basis of the GTVO by the minister of transportation and published in the TVA or declared to be obligatory.

In addition to the already described objective of achieving a comprehensive complex regulation for the participating carriers and transportation clients as well as the transportation phases, it was an important concern to make the system of legal regulations clearer and thus to improve the prerequisites for their application.

This concern was most extensively accommodated by means of the proven step-by-step regulation procedure whereby there are contained:

Stable transportation-law and traffic-policy principles for public goods transportation in the GTV as a decree of the Council of Ministers;

Stable regulations for the technological process of a carrier or for complex tasks of several carriers as well as for the corresponding rights and duties of agencies involved in goods transportation and their cooperation, in the implementing regulations and orders;

The traffic regulations, which, by virtue of the development of goods transportation processes, as well as the further development of production cooperation among the agencies involved in goods transportation and their legal development, are subjected to a relatively fast change, as contained in the TVA publications, as well as those which are specifically spelled out in the GTVO or the implementing regulations (for example, procedural regulations).

3. Content Main Points

In the following we will take up some questions of content that are of special significance, considering the new regulations that were introduced or amendments in certain regulations.

3.1. General Remarks

3.1.1. Area of Applicability (Article 32, GTVO, Article 1, EVO)

The GTVO, including the follow-up regulations issued on its basis, applies to all transportation clients who are subject to the area of applicability of the Contract Law (VG). That accounts for more than 99 percent of all transportation clients of the DR. The enterprises and installations included in this applicability area result from articles 1-5, VG. The knowledge as to which enterprises are involved specifically is important particularly because it will depend on this whether the provisions of the GTVO or of the Railroad Traffic Regulation (provisions for goods transportation), 1981 edition (EVO) will apply. Inquiries and problems might arise especially regarding Article 2, Paragraph 1, Subparagraph 6, VG ("other enterprises and installations that get government requirements and government plan requirements"). In this connection, reference is made to the commentary in Subparagraph 2.10 pertaining to Article 1 of the VG as well as publications by the Central State Contract Court.[1]

One can essentially start with the assumption that, for example, private crafts enterprises (in compliance with Article 3, VG) and private commercial enterprises are not covered by these regulations and thus however are not subjected to the area of applicability of the GTVO but rather to that of the EVO (see Article 1, Paragraph 2, Letter a, EVO).

It would be practical if the DR offices--for their work and for the particular duty stations--were to create corresponding overviews to guarantee the proper application of legal regulations.

The EVO furthermore applies to the following:

Transportation clients who have their seat outside the GDR, the application of other legal regulations, in other words, also the application of the GTVO, however, can be agreed upon;

Citizens.

3.1.2. Sector Tasks (Articles 2-4, GTVO)

An important prerequisite for the perfect functioning of goods transportation is a clear and definite arrangement and thus also delimitation of the tasks, the rights, and the duties of the individual sectors on the particular levels.

The Ministry of Transportation is responsible for the following:

The uniform management, planning, organization, and further development of effective goods transportation;

The determination of measures for the reduction of the national economic transportation expenditure from the aspect of energy-management requirements;

Meeting goods transportation requirements justified by the national economy;

Creation of prerequisites for the further planned shift of highway goods transportation to the railroad and inland shipping.

In this connection it is necessary above all to observe and carry out the task complexes mentioned in Article 2, Paragraph 1, Letters a-f, GTVO. They have been further developed in the GTVO itself or also in the follow-up regulations, for example, in Article 7, GTVO (with reference to Letter a); Article 8, GTVO, articles 10-12 of the Transport Balancing Regulation (TBAO),[2] Chapter III of the TVA, No 95, 12, 82--Supplementary Provisions to the TBAO (with reference to Letter c; Article 2, First Implementing Regulation for the GTVO, TVA No 190, 27, 80--Principles of Development and Use of the Freight Car Pool of the GDR (with reference to Letter d).

The other government agencies must in particular:

In their areas of responsibility contribute to the planned development as well as traditional and energy-saving implementation and acceleration of goods transportation by promoting and guaranteeing the following, among others:

The optimization of delivery relations,

Full utilization and continuing use of transporation, transportation aid, and transloading equipment,

Care and further development of transportation, transportation aid, and transloading equipment not generally usable;

Break down the state plan standards given to them regarding the use of goods transportation services for the subordinate sectors and check on compliance with them by the combines and enterprises;

Draft and implement production-dependent or performance-dependent transportation standards;

Support the development of continuing, most extensively mechanized transportation chains, the formation and further development of factory transport associations, and, among other things, the formation of transloading enterprises, feeder associations, loading and unloading associations, and factory-owned large-container transloading stations;

At the right time coordinate changes in material production that have an effect on goods transportation and transloading with the entire transportation system to guarantee goods transportation also under altered conditions.

In addition to accomplishing the tasks resulting from that, the combines and enterprises must, among other things,

Constantly reduce their transportation requirements and plan their shipments in realistic terms;

Guarantee the optimum utilization of transportation equipment and transportation aids in terms of space and mass, continually using such equipment to the maximum possible degree, and staying within loading and return deadlines or reducing those deadlines further;

Selecting the shipping alternative that will be most favorable for the national economy.

The large number and significance of tasks and duties mentioned here orient the sectors involved to the effect that they must include questions of transportation to some extent more than they have been doing so far in their task accomplishment effort. For example, questions of optimization, of constantly reducing the transportation requirement, and of fully utilizing transportation equipment and auxiliary equipment now also assume a by far greater significance than some time ago also from energy-saving viewpoints.

It must be the priority task of the partners fully to carry out these duties, to the extent they are spelled out in the legal regulations, but they must also be infused with life through effective contract provisions. The penalties provided must be calculated in a consistent manner in case of noncompliance.

3.1.3. Contracts (Articles 10-14, GTVO)

Relations between transportation clients and transportation enterprises and between the particular higher agencies or government agencies are regulated through the determination of the rights and duties in the legal regulations or through the agreement of rights and duties in the planned or permissible agreements and contracts.

Here it must be kept in mind that not all possibilities have been fully utilized especially in the field of contract development and those are the possibilities that are supposed to guarantee the accomplishment of the common tasks of the transportation clients and the transportation system.

The individual types of contracts are regulated in detail in the GTVO itself and in the follow-up regulations.

The transport coordinating contract (Article 10, Paragraph 1) was newly introduced into the traffic law regulations. It involves a complex economic contract for the development and intensification of cooperation and for common task accomplishment. Here, the required measures and tasks are to be coordinated and must be agreed upon in long-range terms. The regulations in the GTVO at the same time represent the specific definition of the provisions of the Contract Law on coordination contracts (articles 34-36, VG) and a specifically tailored approach covering the relationships of the transportation client to the transportation system and viceversa. These regulations have been further expanded for car load shipment:

By Article 4 of the First Implementing Regulation to the GTVO (this, for example, involves contracts for the application and implementation of the Odessa-Ilyichevsk method);

By TVA, No 216, 29, 79 (which involves contracts on reciprocal assistance),

Whereby regulation possibilities exist here concerning the various subordinate aspects; but the essence of the transport coordinating contract however is the complex regulation.

Basically it must however be noted that the transport coordination contract does not replace other contracts (for example, the transport contract, the connecting railroad contract). The rights, duties, and penalties arising from the special regulations likewise cannot be restricted by it or rendered ineffective. Instead, this contract is supposed to help create the prerequisites so that rights and duties will be complied with in an all-around fashion and so that the tasks of the partners will thus be accomplished in an all-around manner.

The special agreements (Article 10, Paragraph 2), which had already been provided according to legal regulations in effect until now, practically in terms of the significance of the former coordination agreements, are still a subject of the legal regulations. Conclusion [of contracts, agreements] is possible between the Ministry of Transportation and the central government agencies or combines.

A special case for the conclusion of such an agreement is cited in Article 3, Paragraph 4, GTVO.

The possibility of tapping reserves also applies to the miscellaneous contracts (Article 14). This involves contracts on further services of the transport and transloading enterprises as well as the repair of transport, auxiliary transport, and loading equipment by transport clients. That includes, for example, connecting railroad, train switching service, and repair contracts which are further spelled out for example in Article 4 of the First Implementing Regulation to the GTVO, Article 9 of the Fifth Implementing Regulation, and in TVA No 16, 4, 78.

3.2. Car Load Transport

3.2.1. Transport Contract

The new freight transportation regulations also further concentrate the provisions on transport contracts. Main points in regulating the transport contracts according to Article 8, Paragraph 2, which were to be newly concluded in accordance with the provisions of Article 67, Paragraph 3, of the First Implementing Regulation, by 30 June 1982, continued to be, as in the past, the relationships connected with the preparation and completion of transport operations and their continuing and efficient implementation (see also articles 8-12 of the First Implementing Regulation, Article 8 of the Fifth Implementing Regulation to the GTVO). In connection with the new legal regulations, there was a possibility of generally bringing transport contracts to the latest status and taking the higher requirements into consideration. Thus, the content of the transportation contract cannot and must not extend to the reproduction and statutory definition of the rights and duties of the partners deriving from the legal regulations; instead, it is necessary to make use of the possibilities provided for further agreements to an even greater extent than had been the case so far.

That includes, for example:

Agreement on shorter loading times (Article 16, Paragraph 1, GTVO);

Obligations corresponding to local peculiarities, such as elimination of loading backlogs on the loading assembly line, regulation of cooperation during the determination of car damage;

Local regulations on the manner of delivery and acceptance of freight cars;

Additional obligations of the sender or the consignee concerning the speed-up of car turnaround time or the better utilization of freight cars as well as further corresponding additional obligations of the railroad;

Agreement on additional contract fines for duty violations (see the Sample Transport Contract, Appendix 3, TVA No 24, 3, 82, and Article 22, Paragraphs 8 and 9, GWV I).

The penalties specified in articles 10 and 11 of the First Implementing Regulation to the GTVO are parts of the transportation contracts. To make sure that they will become fully effective, it is necessary carefully and conscientiously to maintain the prescribed surveillance and accounting documents. The contract fines must be calculated at the prescribed level and, if necessary, they must be enforced with the help of the State Contract Court.

3.2.2. Ordering and Using Freight Cars

When the order is given, the transport clients must make sure that continuing use of freight cars is guaranteed. The railroad must make sure that the pertinent regulations (see Article 14 of the First Implementing Regulation to the GTVO) will be complied with. In case of discontinuous ordering (that is to say, orders not being placed daily and uniformly or not in accordance with the agreed-upon accounting periods), the sender must no longer order the freight cars that were not ordered in the past; this creates the railroad's obligation to reject any orders which the client might nevertheless try to place. When these provisions are used, it is in particular necessary to observe the new regulations:

In connection with the data provided (freight cars that can be used as substitutes; number, dimensions, and mass [weight] of items earmarked for loading in certain cases; type and number of animals to be loaded or of the required loading equipment),

Concerning the expansion of provisions on freight cars of a certain design in conjunction with the ordering of loading equipment.

3.2.3. Readying Freight Cars

The railroad's fundamental duty to make the freight cars available, ready for use and swept clean, springs from the right and duty situation deriving in connection with the planning of shipments (shipment requirement report) and is regulated in the GTVO (Article 15, Paragraph 2).

Here we must start with the idea that a freight car is ready for use if it reveals no damage or shortcomings that could restrict or not permit its operational or traffic use. The main point here is the need for excluding any possible threat to railroad operations.

This means that, for example, the following freight cars are not ready for use or are ready for use only to a limited extent:

Freight cars that are damaged cars or that are considered to be such;

Freight cars which reveal damage but which need not yet be sent to a repair shop but which may be made ready for additional loading (marking with red-dot slip);

Freight cars where lettering or symbols required for border crossing are missing if the freight cars are to be loaded with export commodities;

Freight cars that are damaged or where, for example, certain stanchions are missing, whose doors cannot be closed, or which reveal additional similar shortcomings;

Freight cars whose ready-date has already expired (marking with red slip) or whose ready-date will be attained with 4 days (marking with blue slip).

The examination of the freight car's suitability for transport, loading and unloading, and transloading--considering the type and properties of the commodity--is the responsibility of the sender. If it can be proven that the car is not ready, then a rejection of the freight car is possible. That also applies if the freight car is not suitable for the particular commodity.

3.2.4. Returning Freight Cars after Unloading

Compliance with the recipient's obligations connected with the return of the unloaded freight cars is essential for the orderly execution of the railroad's duties connected with readying the freight cars.

This first of all requires the necessary checks to be performed upon return. The return of freight cars that are not swept clean leads to corresponding penalties also at the new loading station (see TVA No 29, 3, 82); on the other hand, a report and thus punishment as a rule are possible only at the unloading station in case of violations of the provisions of Article 20, Paragraph 1, letters c-e, of the First Implementing Regulation to the GTVO. But it is necessary consistently to calculate the penalties provided for violations of the regulation requiring cars to be swept clean as well as the provisions mentioned above (Sections 5 and 6, TVA No 28, 3, 82), observing the calculation deadline--immediately, at the very latest 30 days after the determination of the duty violation.

The provisions of Article 26, Paragraph 2, Letter b, of the First Implementing Regulation to the GTVO must be observed regarding the problem complex of meeting loading deadlines in this context.

3.2.5. Loading without DR Approval

These provisions are also aimed at the optimum utilization of freight cars. For the sake of their implementation with the goal of improving order and discipline connected with freight car use, it is necessary in any case to charge the penalties provided for following violations of these regulations as spelled out in Section 7, TVA No 28, 3, 82.

3.2.6. Announcement and Loading Deadline

The loading deadlines--and the delivery deadlines now likewise--are published in the proven form in the TVA.

Shorter deadlines are generally applied when loading deadlines other than those specified are stipulated.

Agreeing on longer loading deadlines is basically no longer permissible. That applies especially to the extension of loading deadlines for individual cases undertaken so far, because of inadequate transloading equipment, limited storage capacity, inadequate tracks, and other causes to be justified by the transportation client. Deviating loading deadlines, in other words, possibly also longer ones, may be agreed upon only when the corresponding prerequisites prevail:

For the loading and unloading of compact trains if a car turnaround time speed-up can be achieved as a whole,

For individual cases, for example, on the basis of the properties of the goods to be loaded if the TVA does not as yet specify any particular loading deadlines or if there is a corresponding expert report available.

3.2.7. Delivery of Compact Trains

The provisions concerning compact trains were also newly regulated to increase the freight car utilization degree and to speed up car turnaround times. As of a certain shipping volume (15,000 tons or 750 double axles), senders are basically obligated to form and deliver compact trains while the railroad has the obligation to accept these trains for transport.

Although--except for the general penalties (for underuse or undersupply of freight cars)--no special contract fines have been provided for violations of these regulations, the practical implementation of these legal duties should be considered to be significant also without this stimulating effect.

3.2.8. Freight-Contract Regulations

These regulations were adapted, in the new legal regulations, to the requirements of the transportation system and to the practical development of relations between the railroad and transport clients.

That applies not only to the formal, that is to say, organizational aspect but also to the regulations in terms of content.

For example, among other things:

The basic principles in the First Implementing Regulations to the GTVO (correspondingly also in the Fifth Implementing Regulation), applicable to making out the bill of lading and the regulations directly concerning the method of filling out the blank form were published in the TVA;

Regulations on directions given by the sender or the recipient were summarized and streamlined to facilitate smooth shipping operations and to keep negative effects on car turnaround time deriving from that angle at a low level;

The regulations concerning delivery and shipment obstacles were summarized and extensively standardized to facilitate the application of these provisions;

The provisions on recording the facts in case of loss, damage, or other reduction in the value of the goods involved as well as on the filing of claims were specifically spelled out whereby:

In case of damage of up to M30, which is spotted only after the delivery of the commodity, the railroad is not obligated to make a report on the facts of the case if it transpires from the circumstances that it is not responsible for the origin of the damage,

Damage restitution is no longer made if the amount to be paid out does not exceed M30 per freight shipment contract,

Deadlines (3 months or 1 month) are specified for the ruling on claims by the railroad.

Another thing that is important is the change compared to the prior regulations concerning the determination of the mass [weight]. The obligation to determine the mass and to enter it in the bill of lading rests with the sender. On request, the railroad must determine the mass if:

Its weighing installations are available at the shipping station,

The operating conditions permit weighing,

The nature of the commodity permits weighing.

In this connection, agreements are to be entered into generally or for individual cases between the transportation client and the railroad.

3.2.9. Sender's Responsibility in Connection with Freight Shipment Contract

The sender is responsible for making out the bill of lading--which is the basis for the freight shipment contract to be concluded. The sender must take all the consequences arising from the absence, incorrectness, incompleteness, inadequacy, or impermissibility of data or declarations in the bill of lading, the appendixes, or the documents to be filed. The sender must also bear the consequences arising from the absence, inadequacy, or incorrectness of appended documents.

In case of violation of certain duties concerning the guaranteeing of order and safety, the sender must pay a contract fine, specifically if:

Goods barred from shipment were delivered,

Goods authorized for shipment on a limited basis were delivered with incorrect, inaccurate, or incomplete designation of the goods,

The traffic regulations for the shipment of dangerous commodities were not complied with,

Freight cars were overloaded.

Exemption from the legal consequences of liability is possible in the case of this contract fine only within the context of Article 25, Paragraph 3, GTVO, that is to say, only in case of events that could not be averted or in case of duty violations by the transport enterprise.

It is also necessary to make restitution for direct damage going beyond the contract fine.

The sender is also liable for the consequences of the improper sealing or ticketing of the freight car; he must make restitution for the direct damage to the railroad.

3.2.10. Railroad's Liability for Certain Duty Violations

The Railroad must make good for the damage up to the amount of the freight shipment for duty violations mentioned in Article 56, Paragraph 1, of the First Implementing Regulation to the GTVO. But it must be kept in mind here that these duty violations do not already justify damage restitution claims for loss, damage, or other value impairment or because the delivery deadline was exceeded. The maximum limit upon the coincidence of various damage restitution claims is the amount of the damage restitution which would have to be paid if the commodity were totally lost. In case of total loss of commodity, no damage restitution is to be paid in accordance with Article 56, Paragraph 1.

3.3. Large Container Shipment

3.3.1. Agreeing on Transportation Volume

The application of the new provisions proves that the agreement of the transportation volume works well through reporting and confirmation without formal contracts and with the simplifications introduced. To make even more effective use of the procedure, which covers about 230 critical enterprises, the important thing is to make sure that:

The staffs for operational enterprise management of the DR offices and DR divisions will examine the reality of requirement reports in a responsible fashion (for example, in the light of the utilization of large containers (GC) by the transportation client during the preceding months, the situation in the container pool, the capacity of the large container transloading stations) and that, in justified cases, they will confirm less than what was requested; realistic weekend shares will be specified, considering the departure days and directions,

In confirming the transportation requirement reported, any possible determinations by the government agencies concerning priority requirement coverage of certain transportation clients will be included in the calculation;

The railroad stations watch over compliance with weekend shares and make sure that the GC that were not actually used over the weekend will not be made ready on other week days (for example, by rejecting such requests);

During monthly analysis of requirement surveillance, the work day shares and the weekend shares will be accounted for separately, that is to say, that, in the extreme case, the sender is charged with contract fines for ordering less cars on the weekend and for ordering more cars on the other days in spite of compliance with the previously agreed-upon monthly shipping volume.

3.3.2. Ordering Freight Cars and Meeting the Demand

In spite of all intensification efforts, the possibilities for readying freight cars--related to the particular railroad station--through the existing transloading facilities (trains, train tracks, parking areas), the usable highway vehicles and possibly from time to time also the available large container pool are indeed limited. The requirement may exceed the supply possibilities over shorter or longer periods of time. This is why requirement coverage must be controlled in the following manner;

(a) The railroad accepts freight car orders, in accordance with the provisions of Article 12, Paragraph 4, Fifth Implementing Regulation to the GTVO, only up to the capacity limit specified jointly with the motor transportation sector;

(b) The government agencies (kreis or bezirk) if necessary can designate an order of priority of transport clients for requirement coverage within the capacity limits (only government agencies can judge the national economic significance of a transport client or of individual shipments) and

(c) The motor transport sector makes the GC available daily and by shifts in a uniform manner.

Because ordering a freight car is a unilateral declaration of the will by the transport client, the container service must decide directly, on receiving the order, whether it can or cannot be accepted. The decision relates not only to the permissibility of the order (destination station, departure day, acceptance cutoffs) but also to the possibility of making such freight cars actually ready. Orders in the context of the stipulated shipping volumes or of priority determinations by government agencies must be accepted on a preferred basis. Orders going beyond that must be accepted up to the capacity limit.

Order rejection is more difficult in conjunction with the written general orders applied by some transport clients for longer periods of time. Here however we still have the method of requirement coverage regulation through the motor transport sector. The risk of uncertainty as to whether the order can actually be carried out is thus borne by the transport client.

In judging the degree of requirement coverage, it must be kept in mind that the loading backlog for several days must not be added up. The loading backlogs must be carried over to the next departure day of the particular departure direction as a repeat requirement. Only the level of the repeat requirement as a carry-over of the number of GC not made ready is a genuine yardstick for requirement coverage.

3.3.3. Implementing Continuity

The motor transportation sector is urged to minimize deadheading kilometers. Here it is important to find a balanced ratio between reuse of receiving GC at the recipient's end or a nearby sender, on the one hand, and compliance with the acceptance, in terms of the particular day and direction, with simultaneous requirement coverage in keeping with the specified sequence, on the other hand.

Here, the requirement for priority "meeting of shipping days (requirement days)" does not apply fully; that demand was raised in the article entitled "New Ways in Large Container Traffic...Halle" by Meinecke and Ziethlow (EISENBAHNPRAXIS, March 1982). To be sure, optimum requirement coverage is supposed to be a goal here but the actual implementation deadline is not the day but rather the month (Article 10, Paragraph 7, Fifth Implementing Regulation to the GTVO). But the important thing is not the absolute compliance of the requirement days specified by the senders when they make out their orders; instead, the important thing here is the utilization of the legal regulations (Article 5, Paragraph 3, Article 10, Paragraph 7, Article 12, paragraphs 2-4, Fifth Implementing Regulation, GTVO) to force continuity during actual shipment, in that requirement peaks are uniformly distributed over days with reduced requirements--of course while considering the proper departure times and directions. The carriers need this continuity in order to be able to comply with the regulating technology used in shipment and transloading coupled with the effective utilization of their capacities.

There are many legal possibilities for influencing transportation clients so that they will implement continuity:

The requirement day also covers the night shift. If a GC that has been ordered is not accepted for loading during the night shift, that is to say, if the announcement is not accepted or if acceptance is refused upon announcement, the order for the GC is considered to have been cancelled.

If a transportation client places orders only for Monday to Friday although the departure of his shipping directions is possible also on Saturdays and Sundays, then the GC, ordered for Friday, can readily also be ordered on Sunday because the order continues to be in effect. If the GC is not accepted for loading on Sunday, then the order for that GC is considered to have been cancelled.

If the transportation client wants to get around subsequent readying of the freight car on Sunday by cancelling the order for the GC on Friday afternoon (in order possibly once again to order it for Tuesday), then no GC need be made ready for him between Monday and Friday of the following week.

Equally justified is the demand for continuity in bringing the receiving GC from the large-container railroad station to the recipient. Here the important thing is the quick transfer of the transfer slips to the motor transport sector and the consistent utilization of the economic incentive consisting of container demurrage when the motor transport sector cancels an order. On the other hand, there is no use in refraining from trying the announcement in the first place because of the justified suspicion that the transport client cannot be reached.

Those railroad stations and motor transport enterprises which have consistently applied their rights--at least in individual cases--can record improvements in night-time and weekend work. Here it is no longer enough to appeal to the understanding of the transport clients. Instead, the important thing is to make sure that:

Above all motor transport will understand its key position in forcing continuity with legal and economic means and will use these means in a goal-oriented manner and in keeping with the specific circumstances,

The railroad and motor transport will create prerequisites for continuous loading and unloading through continuing work at night and over the weekend.

3.3.4. On 8-Foot 6-Inch High GC

When agreeing on the transportation volume, during ordering, requirement recording, pool availability, and requirement coverage the various models of closed 20-foot GC as a rule are combined in one category; on the other hand, when working with the individual GC, it is important precisely to specify its model for safe transloading and safe delivery by highway.

Of special importance in avoiding accidents is the difference between the 8-foot high GC (for example, categories 20 00, 20 10, 20 11, 20 30 with the dimension code 20) and the 8-foot 6-inch high GC (for example, categories 22 10, 22 80 with the dimension code 22). To recognize the 8-foot 6-inch high GC--which have been authorized for shipment since the entry into force of the Fifth Implementing Regulation to the GTVO without any special restrictions--already without visual inspection, it is necessary once and for all to implement the application of the numerical category designation (dimension and model code) in the bill of lading, in the transfer slip, and in other service documentation.

3.3.5. Condition for Authorizing Container Delivery by Rail

The new traffic provisions also include the "Conditions for Permitting the Delivery of Large Containers by Railroad" which were adopted on 23 April 1982 in the ZTA [Central Transportation Committee] and that were published in TVA No 210, 28, 82. They orient us toward delivery by railroad only in the case of such transport clients which put the GC on and take it off and which utilize the loading length or loading mass limit of the carrying vehicles.

To guarantee efficiency in GC traffic, it is a priority task to implement these determinations consistently, to complete the examination of the traffic flow of transport clients with delivery by railroad, immediately to discontinue any runs where containers are delivered by railroad and where there is a free equipment station and to close down other ineffective runs by the specified deadline.

3.3.6. Contracts on GC Delivery by Railroad

The earlier technological regulations in the contracts on the use of GC with transport clients, where these containers were delivered by rail, had to be transferred to the new contracts on GC delivery by railroad. Along with the new conclusion of these contracts, the idea was at the same time to update records and to achieve a higher quality in cooperation; this is why the contract negotiations were partly rather long-drawn-out and complicated.

An essential nucleus of the contracts consists of the regulations on the GC and freight car standing times and loading deadlines. There are considerable reserves for further intensification in GC shipment on connecting rail lines. The above-average long loading deadlines are partly influenced by a too low servicing frequency.

Here is the task:

To schedule the delivery and pickup times in such a manner that minimum GC and carrier car idle times will develop, considering the loading deadlines to be granted according to the legal regulations (plus switching deadlines).

To adapt the transportation technology (container trains, individual runs) to the servicing times;

Precisely to watch the standing times so that we can tell which inventories and standing times the transportation client is responsible for and which the DR must justify because of weaknesses in the operations setup and in the continuing supply of vehicles. The existing surveillance procedures must be so improved that they will allow for all marginal conditions (for example, ratio between requirement and supply, excess and shortfall of swap inventory for swap partners, carrying cars required and on hand in keeping with space occupation). In working out precise surveillance procedures in accordance with local conditions it is necessary to make use of the lessons learned by the Schwerin Railroad Division in checking on the standing times at the Nord Schwerin VEB Cable Works, at the Schwerin VEB Plastics Processing Plant, and at the Ribnitz-Dammgarten Fiber Board Plant;

To agree upon real loading deadlines and to calculate container demurrage fees or car demurrage fees when these deadlines are exceeded;

To make better arrangements for empty GC and thus decisively to reduce the share in the standing times caused by the DR.

Transportation technology and the loading organization of the DR are connected with the contract on railroad supply. The transportation client must recognize and maintain without discussion for example traffic days specified by the DR for certain directions, bans on and orders for joint loading to reduce transloading work in accordance with articles 29 and 30 of the Fifth Implementing Regulation to the GTVO. Nevertheless, it may be practical or necessary to agree on details regarding car assembly for individual destinations (for example, concentrated delivery in certain directions, collection times for local cars, conditions for the formation of transloading cars) in the contract.

It proved to be practical thoroughly to discuss the partly complicated questions mentioned here with the transportation clients in the context of contract negotiations in order then to have a steady working foundation in the contract. The attempt to get around such fundamental problems during the preparatory phase would only shift the difficulties to the daily cooperation effort.

3.3.7. Application of Fourth Implementing Regulation to the GTVO in GC Transport

In the course of the urgently necessary opening of new access stations for GC shipment, a new organizational form for cooperation between DR, motor transportation, and transportation clients has taken shape: The establishment or utilization of a transloading station which is not operated by the DR for the transloading of GC for several transportation clients who themselves pick up the GC from the transloading station and take it to the transportation client. A transportation client or a transportation enterprise (motor transportation, inland shipping) can be used as transloading enterprise and a transportation client or a public power plant can assume the in-house pickup function for all transportation clients. Although this possibility is not expressly taken into consideration in the areas of applicability of the Fourth and Fifth Implementing Regulations to the GTVO, we can say that the Fourth Implementing Regulation to the GTVO is also available as foundation for the legal development of these relationships along with the transloading contracts I between the GDR and the transloading enterprise and II between the transloading enterprise and the transportation clients. To the extent the Fourth Implementing Regulation to the GTVO does not contain any special provisions, the provisions of the Fifth Implementing Regulation to the GTVO concerning delivery by railroad shall apply. Transport via transloading station is not considered to be combined transport.

Examples for new organizational forms exist in the following cases:

Railroad Station	With Transloading Enterprise	And Customer Pickup Through
Stendell (Schwedt/Oder	Motor transportation	Motor transportation by order transportation clients
Berlin-Rummelsburg	One transportation client	One factory transport community by order of the transportation clients
Ilmenau	One transportation client	Motor transport by order of participating transportation clients

The degree of contractual development for the examples mentioned still varies quite considerably. Nevertheless, according to lessons learned so far, we can already estimate that they proved themselves to be better than the public, factory-owned large-container transloading stations and that they represent a meaningful supplementation of the network of railroad-owned GCUP [Large Container Transloading Station].

4. Task

In this article we were able to touch only some problems and questions connected with the new legal regulations and their application. The statements made here were designed as an occasion for making an estimate of the status of implementation of legal regulations in each area that works with them and drawing the corresponding conclusions. This applies to the provisions relating to medium-sized container shipment and to the small containers and pallets which we will not go into here.

Starting with the idea that the legal regulations must be implemented through the conscious and active activity of agencies cooperating in freight transportation and thus also the activities of the employees and staff members in the individual areas within their particular task field and responsibility sector, we necessarily get the tasks to be derived from that, in other words:

To consider familiarization with the legal regulations to be a constant assimilation process and

To handle the legal regulations properly and to use them consciously, consistently, and creatively, also with the help and involvement of in-service regulations.

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5058
CSO: 2300/150

NATIONAL OIL INDUSTRY, IMPORTS DISCUSSED

Budapest MUNKA in Hungarian No 2, 1983 pp 7, 8

[Interview with Vince Szijj, director of petroleum refining at the National Petroleum and Gas Industry Trust, by Andras Domany: "Using a Flame Economizer"; date and place not specified]

[Text] The petroleum industry is thinking in long terms: its strategic concept extends through the year 2000. This is certainly of interest not only to experts, because during the past decade petroleum became one of the stars in the changes taking place in the world economy. In the Hungarian economy it plays an important role among the sources of energy and also as a basic material of the chemical industry; the economical use of petroleum has become the key issue in conserving materials and energy.

We interviewed Vince Szijj, director of petroleum refining at the National Petroleum and Gas Industry Trust (OKGT).

[Question] From where can we get petroleum in the coming years, how much, and how will the Hungarian petroleum refining industry be able to develop?

[Answer] Petroleum production is not directly my field. But the opinion at our trust is that the present production of petroleum, 2.0 million tons a year, can be maintained until 1990-1995, although at considerable effort. Thereafter production will decline to about 1.0 million tons.

[Question] Then we can no longer hope to discover new large deposits?

[Answer] Significant surprises cannot be expected. There thus remains import as the other source of supply. Hungary is now importing 6.5 million tons of petroleum a year, entirely from the Soviet Union. We are not buying petroleum for hard currency. Adding the domestic production to this import, our plants are processing 8.5 million tons of petroleum a year.

[Question] But, to my knowledge, the capacity of the oil refineries is much greater.

[Answer] That is correct. This has given us much food for thought. The fact remains that we slightly overextended the petroleum refining industry. (Incidentally,the same thing happened in many parts of the world. In many countries 40 to 50 percent of the refining capacity is not being utilized. Both British Petroleum and Shell have closed down refineries.) The combined capacity of our four enterprises is 14.5 million tons, of which the actually processed 8.5 million tons represents 58.6 percent.

[Question] How can these refineries be characterized? How modern are they?

[Answer] The largest is the Danube Petroleum Industry Enterprise (DKV), which alone has an output of 9.0 million tons. Simultaneously this is the most integrated plant, i.e., the degree of processing is the greatest here. The Tisza Refinery [TIFO] was commissioned in 1979. Originally it was to have been built in two 3.0-million-ton stages. The Economic Commission had adopted its decision regarding the first stage in 1972, but the preparations had of course begun much earlier. The processing of the entire 6.0 million tons would have been necessary to supply the Tisza Thermal Power Plant with fuel oil (at that time this power plant was being designed with a larger capacity), and the Tisza Chemical Combine with naphtha, one of its starting materials. (The Tisza Chemical Combine needs 1.0 million tons of naphtha a year, and from Soviet crude the gasoline yield is around 20 percent.) Then came the first oil price shock. Two years later, in 1975, the concept changed: the second stage could not be built of either the oil-fueled power plant or of the refinery. They would have been very uneconomical, and it became necessary to convert to other sources of energy. In the meantime a product pipeline was built, over which 750,000 tons of diesel fuel and 350,000 tons of naphtha are supplied annually from the Soviet Union.

[Question] And is this enough for the chemical combine?

[Answer] No, it gets naphtha also from DKV.

[Question] You mentioned a figure for the amount of gasoline that can be obtained from a ton of crude. According to the professional literature, however, this percentage can be increased.

[Answer] Naturally, and there is great pressure worldwide to increase the yield. The demand is primarily for so-called white products, i.e., for gasoline and diesel oil. For this reason a catalytic cracker is being built in Szazhalombatta that will increase the gasoline yield from about 20 percent at present to 25 percent; and the diesel oil yield, from 35 percent at present to 38 percent. This, of course, does not come cheap. The investment will cost 6.5 billion forints and will be ready by the second half of 1984.

[Question] Is there any theoretical limit to increasing the yield?

[Answer] No, there is not. In professional journals I have already read about "zero-fuel-oil" refineries. But even in the West it will be possible to use such refineries only at a few places. Furthermore, it is not our objective to introduce such a technology, because we will be needing fuel oil even in the year 2000. Although the proportion of oil-fueled power plants is declining, they will not cease entirely. (Incidentally, I wish to note that we in the industry regard as fuel oil the material that is burned in thermal power plants and other large-scale fuel-burning installations. This is not identical with household heating oil that is essentially diesel oil.) And although bitumen and lubricating oils are not white products, they too are valuable products and there is a demand for them.

[Question] You mentioned that at the refinery in Leninvaros the concept was changed in 1975, and the second 3-million-ton stage has not been built. But even so we have 14.5 million tons of refining capacity. Why is this?

[Answer] Because until the second oil price shock we were developing the petroleum refining industry essentially according to the concept worked out in 1970-1971. It should be noted, however, that up to then the growth rate of the domestic consumption of liquid hydrocarbons warranted such development.

[Question] And what will you do now? I presume that the present situation cannot be maintained for long.

[Answer] One of our important steps will be to close down the Szony refinery of the Komarom Petroleum Industry Enterprise in mid-1984, when the mentioned catalytic cracker at the DKV will have been placed in operation. Here the capacity is 1.5 million tons, but only 600,000 tons were processed already in 1982, for this is how much vacuum distillation capacity this refinery has. I do not wish to go into technical details, but the gist of the problem is that this technological shortcoming reduces the yield of white products by 5 to 6 percent. Closely related to this is our second step: another 2-million-ton refinery of DKV, which likewise lacks vacuum distillation capacity, will cease to operate already in 1983. In its place we will build a viscosity-breaking plant that will convert the very heavy residue from vacuum distillation into pumpable, shippable --and hence salable--fuel oil. This plant will be ready by the end of 1985, and it can be built economically, using a part of the existing plant's equipment.

[Question] These two measures, the shutdown of two plants, will reduce refining capacity by 3.5 million tons. But this leaves 11 million tons, and not 8.5 million.

[Answer] True, but we believe that this capacity must be retained. According to international practice, a 20-percent reserve capacity is necessary. Should unforeseen difficulties arise in the power industry or elsewhere, there will be no energy shortage.

[Question] I understand. But you have not mentioned what will happen to the closed down Szony refinery. It is my understanding that refinery equipment cannot be converted to other use.

[Answer] That is right. But the sewer system, power network, roads, water-supply system, the tankcar filling and emptying equipment can be put to other use. We are planning production of a different type for this location: feed additives, vitamin B-12, citric acid, and agricultural chemicals in general. Of course, this too requires investment, and not little by any means. No final decisions have been made as yet.

[Question] But what will such a plant be doing within the Petroleum and Gas Industry Trust? It has nothing to do with petroleum refining. Why does it not become a separate enterprise?

[Answer] In our opinion, the production structure must be broadened, primarily in the direction of agriculture. This is why we will keep the plant, although its products will truly be foreign to the principal activity of the OKGT.

[Question] And what will happen with the workers employed there?

[Answer] Some of them, about 200, will work at the AFOR [Mineral Oils Trading Enterprise] base plant. There is about 400,000 cubic meters of storage capacity that will be retained. Product will be supplied by pipeline from Szazhalombatta. The Almasfuzito refinery of the Komarom Petroleum Industry Enterprise will also take over some of the workers. The rest will retire. There is hardly any new hiring, so nobody will be laid off if the mentioned production plans materialize. Incidentally, we have been cooperating from the very beginning with the Trade Union of Chemical Industry Workers. There have been no major disputes, because the situation poses no threat to jobs.

[Question] Is this true of the entire petroleum refining industry?

[Answer] Yes. Today the four enterprises have a combined workforce of about 6,000. (Three years ago this figures was 6,800 to 7,000.) In our opinion, during the next 5 years this workforce will be reduced by 5 percent at most. Admittedly, the Rotterdam refinery, which is of the same size as TIFO, has a workforce of only 3,000. But for the time being we do not have the same level of instrumentation and automation, although we have nothing to be ashamed of regarding the technical level of our refineries. Furthermore, maintenance in the West usually is done by outside service companies, which also keeps the workforce low. We will permanently need this workforce of 6,000, or a slightly smaller one.

1014
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JANUARY ECONOMIC STATISTICS REPORTED

Warsaw TRYBUNA LUDU in Polish 18 Feb 83 pp 1,2

/Text/ The tendencies begun in the second half of last year in the economy were continued in January 1983, but the economic situation remained difficult. There was considerable growth in industrial production and construction as well as in foreign trade, in comparison to the results of January of last year.

In evaluating the results of this January against what was achieved in January of last year, one should remember that last January the level of production was very low. Comparison of the results of January of this year with December of last year should in turn take into consideration the seasonal character of the changes occurring every year in this period. This concerns, among others, foreign trade, individual wages, the income and expenses of the population, retail sale, and the number of apartments assigned for use.

The sold production of socialized industry (in constant prices) was 18 percent higher this January than last January. In comparison to December of last year, the sold production was almost 4 percent lower. The decrease in production results from the short work time in January of this year compared to that in December of last year. Daily production in this period rose by 2 percent.

Production in the mining industry was 5 percent higher this January than last January, and in the first months of last year the mining industry reached a production level which issued from output capacity.

Production in the manufacturing industry was 19 percent this January year than in January of 1982. There was growth in production, among other, of unwrought steel, laminated goods, zinc, lead, washing machines and driers, private automobiles, farm tractors, storage batteries, plastics, chemical filaments, paper, and cotton and woolen cloth.

In agriculture, there was continued increase in the price of young pigs, a decrease in the sale of sows, and improvement in the rate of hog reproduction.

The purchase of cattle was 11.1 percent lower this January than last January. In comparison to January and December of last year, the purchase of milk grew by 15.3 percent and 5.4 percent, respectively. In comparison to January of last year the purchase of eggs was 1.8 percent lower, while in comparison to December of last year it was 32 percent higher.

The basic production of the socialized construction-assembly enterprises (in constant prices) was 42.3 percent higher this January than in January of last year, while in comparison to December of last year it decreased by 16.5 percent. The daily production this January was about 9 percent lower than in December of last year.

In socialized apartment construction 5,100 apartments were assigned for use, that is, about 1,700 more than in last January. Workers began construction of 282 residential buildings with 6,200 apartments, considerably more than in the same month of previous years.

Two hospitals with 206 beds, 3 outpatient clinics, 1 health service center, and 1 nursery were handed over for use in January.

Freight conveyances in socialized transport were 15.2 percent higher than in January of last year but 5.3 percent lower than in December of last year. In comparison to last January there was an increase in rolling stock and automotive conveyances as well as in reloadings at sea trade ports. In comparison to December of last year rolling stock increased, but automotive conveyances decreased. As a result of the violent storms in January of this year, reloadings at sea trade ports were low.

In foreign trade there was an increase in exports (in actual prices) of 57.1 percent and in imports of 28.1 percent in January of this year as compared to January of last year; exports to socialist countries reached 29.3 billion zlotys and were 76 percent higher than in January of last year. Imports from socialist countries reached 29.5 billion zlotys and were 21.7 percent higher than in January of last year. Exports to capitalist countries reached 20.9 billion zlotys, and imports from these countries reached 13.9 billion zlotys. In comparison to January of last year exports were 36.6 percent higher, and imports were 44.1 percent higher.

The average employment in the basic divisions of the socialized economy (in industry, construction, transport, communication, and trade) was 83,500 in January of this year, that is, 1 percent lower than in January of last year. Employment in industry and construction decreased, but it increased in communication and trade. In comparison to December of last year employment in the basic divisions of the economy was lower by 63,700, that is, by 0.8 percent.

In January of this year individual wages (combined with compensations and profit payments) in the above mentioned divisions of the socialized economy grew by 50 percent in comparison to January of last year. Factors not found a year ago are included in the wages of January of this year, such as compensations by virtue of the increase in the price of basic food articles, the price of fuel, gas and energy, and profit payments.

The average monthly wage (combined with compensations and profit payments) in 4 of the above mentioned divisions was 51.3 percent higher in January of this year than in January of 1982, and rechaed 12,964 zlotys in industry (11,606 zlotys in the manufacturing industry, and 22,857 zlotys in the mining industry), 11,799 zlotys in construction, 11,624 zlotys in transport, 9,348 zlotys in communication, and 9,922 zlotys in trade.

The monetary income of the population reached 306.6 billion zlotys in January of this year, and in comparison to last January it grew by 67.2 percent. Monetary expenses of the population reached 262.5 billion zlotys and were 85.2 percent higher.

The population's funds grew by 44.1 billion zlotys in January of this year, including savings deposits at 22 billion zlotys and cash resources at 22.1 billion zlotys.

Retail sale of goods by units of the socialized economy grew 231.2 billion zlotys in January of this year. In constant prices retail sale was about 5 percent higher in comparison to January of last year. In spite of the growth, the market supply of the majority of light industry and durable use articles did not adequately meet the demand.

The supply covered the regulation demands. The supply of cleaning articles underwent further improvement, which allowed abolishing the regulation of the sale of soap powder and hand soap after 1 February of this year.

9451
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MINISTER DESCRIBES STRATEGIC OBJECTIVE IN CHEMICAL, LIGHT INDUSTRIES

Warsaw RZECZPOSPOLITA in Polish 17 Jan 83 p 3

[Statement of Edward Grzywa, minister of chemical and light industries, for RZECZPOSPOLITA, prepared by R. Augustyniak]

> [Text] What tasks is the ministry of chemical and light industries facing in the new year 1983? Can the populace and the economy count on an improved supply of goods produced by the enterprises of the ministry? A RZECZPOSPOLITA correspondent put these questions to the minister of chemical and light industries, Professor Dr Edward Grzywa.

Improved utilization of disposable production capacities and, accordingly, meeting the needs of the population, industry, and agriculture to a fuller extent than last year, is the strategic goal of the ministry.

The 1983 central annual plan envisages a 10-percent growth in the output of the chemical industry, and in light industry a 7.3 percent growth over last year. This means that in the chemical industry we will almost achieve the 1981 level. Unfortunately, as far as the products of the light industry are concerned, we still will not achieve this level.

Our ministry is responsible for three out of the six government programs set up in 1983. We also take part in carrying out the remaining three programs. Thus, we are fully responsible for the health care program (drugs, hygienic goods, medical equipment), clothing for children and young people, and footwear. Also, we will participate in programs for railroad and highway transportation, for the supply of equipment and spare parts to agriculture and the food industry, and in making protective clothing and occupational safety items.

These tasks are under special government supervision due to their social and economic importance. They largely define the directions of our activity.

Besides the above-mentioned programs, the ministry will pay special attention to ensuring [the supply of] chemical products for housing construction, to the production of paints and varnishes as well as to fertilizer and insecticide production and tires for trucks and agricultural implements. To be sure, these items are not a part of government programs for this year. However, their significance is beyond discussion, and they will be a subject of government orders.

The fulfillment of this year's tasks depends mainly on two factors: labor force in enterprises and raw materials supply. Problems with the labor force occur especially in the light industry. Certainly, the now-autonomous enterprises must handle this situation themselves. They must shoulder the responsibility of creating an attractive environment by applying appropriate financial policy and economic levers.

As far as the supply of domestic raw materials is concerned, the prospects for 1983 are somewhat brighter than in the last year. On the other hand, the import situation is still very difficult, and its improvement depends on the overall situation of the country. Among other things, U.S. economic restrictions are getting to us. Therefore, contacts and cooperation with socialist countries, especially the USSR, are all the more important. This year, the Soviet Union is not only increasing the delivery of many raw materials such as cotton, wood pulp, natural gas etc., but it has also agreed to reduce traditional exports of the light industry products to its market. This enables us to improve the supply to our own population.

Now, let us return to the topic of raw materials purchased from the second payments area [capitalist countries]. Funding for these purchases will be drawn from several sources: from allowances on foreign-exchange accounts of industrial enterprises, from guaranteed supply quotas tied to the government orders and operation programs and from allotments distributed by the Planning Commission. However, there will not be much foreign exchange, and every dollar should be nursed tenderly before it is spent.

We will continue, as we did last year, to process certain raw materials for CEMA member countries, though on a smaller scale, especially with regard to consumer products. Talks on this issue are still underway. Only after these talks are over we will be able to estimate more accurately the scope of service activities of this nature. They are very favorable for our side; they provide jobs and income and at the same time improve market supply, because, as is known, one-half of produced goods remains in the country.

What can agriculture expect this year? We envisage an increase in domestic production of nitrogen and phosporous fertilizer to a degree that will allow us to discontinue imports while keeping up deliveries at last year's level. At the same time, the annual plan envisages an 8 percent increase of potassium fertilizer imports.

Still, these are not the amounts that can fully meet the needs of agriculture. However, this is what we can afford. Discontinuing imports of mineral fertilizer will allow us to use the foreign-exchange funds saved in this manner for other purposes, which are also important.

Last year the insecticide supply to agriculture improved dramatically. This year, we will continue to increase its production by, among other things, putting new facilities on stream and resuming production of formerly-produced chemicals, mainly fungicides. We will also increase foreign-exchange funds for imports by about 20 percent. As a result, we must deliver 17,200 tons of insecticides to agriculture, or 6,200 tons more than in 1981.

We also plan to increase output of many other products for agriculture, for example wide agricultural foil (by 100 percent) or drain pipes (by 50 percent). We will start up several installations producing polypropylene cord for baling machines. Operational programs will also effect a certain improvement in the supply of tires and rubber footwear to rural areas. It is also possible to fully meet the need in fodder additives.

The supply of plastics as well as of varnishes and paints should improve somewhat. There will be a perceptible improvement in the production of soda lye (one of the basic raw materials for almost all sectors of the economy), ethylene glycol needed to produce chemical fibers and boron liquids and ethlene oxide which is necessary to produce auxiliary materials for light industry, mining and construction. Progress in this field will be ensured by the start-up of new capacities in Wloclawek and Plock and also by a better utilization of already disposable capacities.

State control [in distribution] is under the jurisdiction of the ministry of trade. All I can say is that we must turn out 216,000 tons of detergents this year, i.e. 12,000 tons more than last year. These should be a noticeable improvement in soap production.

Generally, there will be an undeniable step forward in chemical production. However, the situation is still very difficult, and a radical improvement should not be expected.

Similarly, light industry will not fill all the shelves and racks in stores, though there will be appreciable progress in this sector as well. Due to the government program, deliveries of footwear will increase by 34 percent. We estimate that centrally managed industry, small-scale industry and imports will provide 81.3 million pairs of leather and plastic footwear for sale.

Also, there will be more clothing than last year. Increases in deliveries range from 5 percent for fabric items, 7 percent for hosiery, 9 percent for knit items to about 52 percent for underwear.

Despite this, the pre-1981 level will not be achieved for most items; the plunge last year was too deep.

These are, in brief, our intentions. They are difficult to carry out, but realistic.

9761
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POLAND

UNEMPLOYMENT, LABOR MARKET SITUATION ASSESSED

Warsaw ZYCIE WARSZAWY in Polish 19-20 Feb 83, pp 1, 2

[Text] (Our own information) Are there too many of us workers, or is there too little work in the plants? Should the decision to send middle-aged people into earlier retirement have been hastened, or is it necessary to prevail upon them now to return to their former factories and institutions, which are complaining of a shortage of hands?

Depending upon who answers this and similar questions, the answers are very different. At any rate, however, the Ministry of Labor, Wages and Social Affairs, represented at last Friday's press conference in the Government Spokesman's Bureau by the director of the Employment Department, Ireneusz Sekula, thinks that during the last three years many myths have arisen about the labor market in Poland.

One of them was the vision of a million unemployed people in connection with the introduction of economic reforms. All research, analyses and statistics prove just the opposite: it is the employer who is chasing after a full staff, and the potential worker is picking and choosing among the job offers. An increase--and not the decrease which was foreseen by the reforms--in the number of workers was to constitute in many instances a panacea for erratic production, the shortened work period, decreased output, transport troubles and labor mechanization shortcomings, which induced directors to employ many new people with an ordinary shovel and with loading and unloading, or to use them to replace simple machines in short supply.

Work-time efficiency, according to the information given by Director Sekula, is highly unsatisfactory for that reason. A total of up to 12 percent of nominal-time is wasted. During 11 months of last year in light industry, there was an average per worker of 246 hours not worked--for various reasons: this index reached 223 hours in the electrotechnical industry, 210 in the mineral industry, and 205 in the chemical industry.

The mechanisms which the Vocational Activization Fund has used up to now, the low cost of labor, and so forth, have also resulted in insufficient motivation to decrease employment.

In the meantime the situation is such that people do not come to work. The deficit of workers--the result of workers' going on pensions and annuities, of death, of departures and other reasons--reached 285,000 people in 1982. This year the supply of those desiring work is to be more or less even with the demand, whereas in 1984-85 a small rise in labor resources will occur (45,000-60,000 workers). However, in the scope of the whole 5-year plan the deficit of workers will reach about 160,000.

It should be added that, among others, the situation in agriculture, which in spite of many barriers is prompting a return to farming (especially by the "farmer-workers"), the child-care leaves, which an average of 140,000 to 100,000 [as published] mothers took advantage of every year for over the last 3 years, earlier renouncement of professional work by many productive-age women, and so forth, are contributing to the deficit of workers.

Thus last year was a period of considerable predominance of job offers over the number of people seeking work (307,000 offers in July 1982), and estimates for the present year also cause one to expect that demand will continue to be greater than supply in the labor market. It is characteristic that industry is most of all seeking people without any qualifications (up to 85 percent of the need) and that workers with high professional skills can have trouble finding an occupation that interests them.

In light of the data and information of the Ministry of Labor, discussion about unemployment would thus be the next groundless myth, for the number of persons who cannot find work and who receive benefits from the state are a fraction per thousand, while funds designated for that goal are used to a small degree.

Thus the economic reform which were to cause the rationalization of employment did not bring satisfactory results in that respect in 1982. Workers not always necessary for production continued to be retained, the majority of vacant places continued to be more the result of excessive fluctuation and the lack of stabilization of personnel rather than of newly-created positions, and employment excesses were still treated as a strategic "reserve" for when times improved for industry. Only in construction and a few branches of industry was there a decrease in employment of about half a million people, but contined growth in employment was noted, among others, by the mining industry and by communication.

An increase in labor resources, as we wrote, is not found in projections for the present year. Thus it will be possible to employ mainly those workers who vacate other plants. It will be necessary to put our bets above all on improved utilization of work time and higher output, on the modernization and mechanization of production (which should free a considerable portion of superfluous hands for work), on limiting fluctuations, but above all on creating proper economic mechanisms to force rationalization of employment. For in relation to independent and self-financing enterprises, there is perhaps no longer any talk about returning to a command system.

One of these mechanisms--of proper cadre policies--is to be determined by the new principles of reckoning deductions for the Vocational Activization Fund (from a total sum of the wage-fund, and not, as it has been up to now, from an increment of the average salary). Rationalizing employment will depend also on a consistently observed and more stringent than before credit-banking policy with regard to certain enterprises, and on not protecting the subsidies of those headed for bankruptcy through their own fault.

According to estimates, in 1983 there should be a decrease of 80,000 people employed in the socialized economy, mainly in industry and construction--with a growth in the number of workers in the health service and institutions of social welfare, in transport and communication, in learning and education, in forestry, the wood industry and communal farming, and also in crafts, services and agriculture.

9451
CSO: 2600/420

MINISTER REVIEWS RECENT DEVELOPMENTS IN TRANSPORTATION

Bucharest ROMANIA LIBERA in Romanian 12, 13 Jan 83

[Interview with Vasile Bulucea, minister of transportation and telecommunications, by M. Radian: "Mobilization of All the Reserves That Transportation and Telecommunications Possess"; Parts I and II; date and place not specified]

[12 Jan 83 pp 1, 5]

[Text] [Question] We have entered a new year and we would like to describe to the readers the plans of the branch that you run. First, however, we would suggest to you a short review of the achievements in the year that has ended and, if possible, taken overall, the balance sheet of the period that has elapsed from the 12th party congress to the present.

[Answer] The balance sheet is undoubtedly a positive balance sheet. In these last 3 years, transportation and telecommunications have registered many achievements incorporated organically into the general accomplishments of the national economy. The orientations and objectives established by the 12th congress and those resulting from the report presented by the secretary general of the party, Comrade Nicolae Ceausescu, at the national party conference and the other documents of this forum of Romanian communists always guide our activity too, that of those who work in this branch, causing, in the spirit of the party's magnificent and inspiring program, a better and more correct evaluation of the forces and resources that we have and hence a more complete mobilization of them in order to meet in an exemplary manner the demand for transportation and telecommunications that devolves upon us in the current 5-year period.

Therefore, starting from this plan's essential characteristic formulated by the leader of our party and state, that of a 5-year period of quality and efficiency, we directed our concerns mainly toward intensive use of the means and installations of transportation and telecommunications with which we are equipped, in order to obtain higher outputs with as low expenses as possible. The criterion of efficiency necessitated the solving of important problems regarding the consumption of fuel and energy, in particular, and of spare parts. I feel that in the period that followed the 12th party congress a better assignment of the tasks to means of transportation according to the specific consumptions achieved by our sectors was managed and, through mobilization of the creative capacity of our workers and engineers and the other specialists in research, suitable solutions for providing a large volume of spare parts were found.

In this period, through our own forces, the production of a large number of components coming from importation was assimilated, there being achieved the recovery and reconditioning of many parts and subassemblies for reuse.

[Question] What would you be able to tell us about the quality of the activity within the branch?

[Answer] In judging the quality of our activity we start from the fact that the extent to which we meet, under conditions of promptness and at the required level, the demands of the economy and the population for transportation and telecommunications constitutes the main criterion for judgment. In can be judged that along this line too, looking closely at the fulfillment of the tasks outlined by the 12th congress, important achievements were obtained.

In connection with this, I would also add that the positive balance sheet that we are registering is the result of the work full of diligence and sacrifice by all our personnel, mobilized and led by the party organizations, who are expressing in this way too their unlimited attachment to the domestic and foreign policy of our party and state.

[Question] Comrade Minister, what were the main achievements registered in this period?

[Answer] Taken in general, they are concretized in satisfying, in better terms from year to year, the demands of the economy and the population for transportation and telecommunications. From a quantitative viewpoint, I would state that in this period the volume of goods transported by railroad--the main means of domestic transportation--and by river rose 3.3 percent and over 60 percent, respectively. In the years of the current 5-year period, the tasks assigned to river transportation have increased considerably, precisely due to the fact that there the expenses, within which fuel consumption has a large percentage, are lower. On the same grounds, automotive transportation has had a lower rate of growth. In its turn, our seagoing merchant fleet has taken over a larger volume of goods, participating to a greater extent in the import-export traffic by sea, with its achievements growing nearly 50 percent in this period. I would also note the improvement in the indicators of utilization of the means of transportation and the telecommunications installations.

[Question] Please exemplify.

[Answer] I would exemplify, for instance, with the freight-car-hauling time, a synthetic indicator of the way in which this means of transportation is managed. Assimilating the tasks and instructions given by the secretary general of the party and acting steadily to apply them precisely, we managed, in the second half of last year, to improve the hauling time in comparison with the previous years and to fulfill the planned target. This is a positive fact, but we are aware that both the car-hauling time and the other indicators of utilization of the means of transportation and the installations do not come to the level of the requirements and our possibilities. Along the same line of thinking, I want to state that the steps taken on all levels have had as a result the observance of the fuel-consumption rates set, and regarding the value of the production of reconditioned subassemblies and spare parts, it has reached, in the year in which we are, about 2 billion lei, which represents a higher value than the new parts that we are producing. I point out that among them there are components of great technical complexity, such as crankshafts, track switches and others. In addition, our automotive transport units have achieved, through self-equipping, special shops for repairing faulty or worn tires and the organization of the retreading activity in is progress.

[Question] To what extent was the technical-material base of transportation and telecommunications developed in these 3 years?

[Answer] In accordance with the growth in our tasks, these 3 years mark important accomplishments, with the allocated funds being directed mainly toward the high-demand sectors.

In the railroad field, for example, the development of the material and technical base involved particularly the growth of the transport capacities, which also provides high efficiency. As a result, the railroad electrification, which, along with a marked rise in transport and traffic capacity, helps to reduce the consumption of hydrocarbons, was continued at a steady rate. In the period to which we are referring, about 790 km of railroad were electrified, with the country's main lines, such as Bucharest-Timisoara, Bucharest-Constanta, Bucharest-Teius and Bucharest-Suceava, and other important sections, such as Brasov-Dei, Filiasi-Deva and Buzau-Faurei-Galati, now having electric traction provided. The electrification is accompanied by extensive work to systematize the stations, the growth of their sidetracking capacity, the raising of the technical condition of the track to the parameters corresponding to traffic with high speeds and tonnages, and the introduction of electrodynamic centralization and of the automatic block installation--all providing increases in speed and thus faster circulation of the material goods entrusted to transportation, as well as a large margin of safety in train traffic. In this period, our railroads were also equipped with 516 new electric and diesel locomotives of various types and nearly 19,000 freight cars (in the equivalent on 4 axles).

I would like to mention that the providing of modern means of pulling corresponding to the traffic conditions in which they are used is a direct consequence of the growth in the industrial potential of our country, of socialist industrialization, a choice of great importance in the party's policy. The creation of modern industry has also permitted the furnishing of means with high operating parameters to the other transport sectors as well as to the telecommunications sector.

[Question] In this direction too, please offer, if possible, a few examples to our readers.

[Answer] In this period, for instance, our seagoing and inland merchant fleet was equipped with new ships of various types, such as barges of 1,000-3,000 tons and push boats of 800-2,400 horsepower for traffic on the Danube, ore ships of 55,000-65,000 deadweight tons and cargo ships of various tonnages. In the 1980-1982 period, 25 seagoing ships with over 30,000 deadweight tons, 12 self-propelled inland ships and 143 unpowered vessels totaling nearly 23,000 tons of capacity, among others, thus went into operation. In telecommunications, there should be mentioned the expansion of the automatic interurban telephone system, to which nearly 200 localities are connected, many of them being put in this system in the last 3 years. In the same period, over 674,000 sets were installed in automatic telephone exchanges.

I also want to point out that much of the traffic increase planned for these years was handled through growth in labor productivity in transportation and telecommunitions.

[Question] Because you spoke of growth in labor productivity, please refer to the ways to attain this growth. What was done, for example, in the direction of the introduction of technical progress, the expansion of modern transport technologies?

[Answer] The concern for the wide-scale introduction of technical progress, of modern technologies that would provide a continual rise in labor productivity--a concern strongly shown in the previous 5-year period--has also continued, naturally, in the current 5-year period, it not being possible to conceive of growth in quality and efficiency without it.

In speaking of technical progress, I am referring, of course, mainly to the modern means and installations with which transportation and telecommunications are equipped, but the achievements of the thinking of the workers, engineers and other specialists of ours in the field of continual improvement in the working technologies must also be included in this category. The assimilation of the manufacture of parts and the reconditioning technologies about which we spoke earlier are included among these achievements; likewise, the traffic-organization methods. On the basis of the studies made by our specialists, we proceeded to the expansion of shuttling in the transportation of products, having as a result a better supply for the customer units and, at the same time, a more rational utilization of freight cars. An extensive action regarding the utilization of pallets, shipping pallets, and containers of various sizes and the parceling of goods began in the last 5-year period and is being continued in the current 5-year period. Since the use of these technologies brings big savings in the material expenditures of both the customers and the transporters and since the results obtained are below the possibilities that we have, it is necessary that, together with the customers, we increase the concern for expanding the new technologies to all the products transported.

I would also like to mention a modern method in our sea shipping: the introduction of wheeled vehicles on ships, thus eliminating the transshipping of goods. Our Institute for Technological Research and Design in Transportation achieved the prototype of such an installation, with whose help the high-capacity containers are no longer handled with cranes but are loaded directly onto the ships.

[Question] What can you tell us about the evolution of road transportation? In what stage is the matter of equipping with trailers all the trucks capable of pulling such vehicles?

[Answer] As I mentioned in response to a question that you asked me, although it had a much lower rate of growth in this period, road transportation still constitutes a basic sector of the transport system in our country due to the important advantages that it has: it can reach places of the most difficult kind and does not require costly investments, such as, for instance, the railroad lines. Moreover, in last year's agricultural campaigns, our automotive sector had a big say in gathering and storing the harvest. The problem that was posed was the adoption of solutions that provide a reduction of the expenses caused by the high specific consumption of these means. On the instructions of the secretary general of our party, Comrade Nicolae Ceausescu, the utilization of trailers was undertaken--one or even two such vehicles each, depending on the power of the engines with which the trucks are equipped and on the nature of the goods that are transported.

Along this line, the equipping plans were correlated with the stipulated trailer-utilization coefficient, so that this year it may be 100 percent. Our ministry, through its specialized bodies, prepared suitable instructions as well as a number of measures, including the employment, through economic contracts, of services with truck-and-trailer rigs, collaboration with the shipping units for adapting the loading-unloading fronts to the operating capacity of these rigs, and others. We are aware that there still are reserves in this regard and we are firmly determined to act to increase the order and discipline in all cases. I would also have to add that we intend for the whole automotive fleet, not just that under our ministry's administration, to use trailers and to be utilized in full runs in both directions.

[13 Jan 83 p 3]

> [Text] In yesterday's issue of the newspaper we published the first part of the interview with Comrade Vasile Bulucea, minister of transportation and telecommunications. In the lines below, the reader will find the continuation of this interview, centered mainly around the branch's long-term problems.

[Question] Important tasks in providing passenger transportation devolve upon the automotive sector. Comrade Minister, how do you judge the current stage of accomplishment of these services?

[Answer] Starting from the express task--outlined by the secretary general of the party--of providing as good collaboration as possible among the transport sectors in order to meet all the demands under conditions of high efficiency and, in particular, of economization of liquid fuel, we recently proceeded to a thorough analysis of all the road routes. As a result, with the direct help of the local state bodies, a number of routes that ran parallel to the railroad were eliminated, with the passengers being directed to use trains for their travels. At the same time, other routes, which could not be served by the railroad but were in high demand, were expanded with additional runs. There must also be mentioned in this action the great support of the citizens, who understood that such measures mean, in fact, the elimination of waste of liquid fuel without affecting the good travel conditions.

[Question] Because you referred to travel conditions, how do you judge the evolution and the conditions of railroad and automotive passenger transportation? Is the travel faster, more comfortable, more civilized, or not?

[Answer] The answer, beyond any doubt, is that the travel is faster, more comfortable, more civilized, although we, as transporters, are still not fully satisfied, feeling that we still have much to do so that the working people, guests of ours during the trip, may possess all the conditions of truly civilized transportation.

Continual improvement in the travel conditions is provided, in particular, by the modern vehicles that are put at our disposal. Both the railroad and automotive transportation have been equipped with new means with a high degree of comfort. Thus, coaches with special characteristics, lit by fluorescents and equipped with heating installations with hot air and forced ventilation and installations for hot water in the sinks in wintertime, have entered into the equipment of railroad transportation. They also have very efficient suspension systems, with hydraulic shock absorbers, and better thermal and sound insulation. The number of coaches of this type put into use last year was over 200, and another 340 will be put into use this year. Likewise, articulated buses having better technical performances and a higher degree of comfort are being put into use to a greater extent in automotive transportation.

[Question] Is the need for better maintenance of buses and passenger coaches still being felt?

[Answer] I will not contradict you at all. We are aware of this matter and are acting in this regard. Our ministry has undertaken intense actions to raise the degree of technical, hygienic and sanitary preparation of the trains and buses. In the last 2 years alone, for instance, over 30 installations for washing the coaches outdoors have been built in large railroad stations, and schedules have been set up that would provide, at short intervals, what we call radical cleaning, which also includes the replacement of missing or worn stock items. We proposed and are achieving annually the putting of about 250 passenger coaches under capital repairs, during which they are refitted and equipped in such a way as to come close to the new coaches in terms of appearance and conditions of comfort. Such actions are also being undertaken in automotive transportation, where each parking garage for passengers must have, among other things, a carwash. I use this occasion to appeal to our guests, the passengers, to support the efforts that we are making to provide civilized transportation to them, taking a firm stand against elements at odds with order and discipline, with ethics. Much of the expenditures that we make are due to this damaging of the means of transportation.

We are also concerned with serving the traveling public in stations and bus depots. Over 70 bus depots equipped with suitable apparatus and outfitted at the level of the current requirements have been built recently: comfortable waiting rooms, electromechanical devices for issuing the travel passes, which reduce the waiting time at the counters, and others.

We are devoting special attention to the behavior of our personnel whose activity is connected with passenger traffic. To this end, we are intensifying the work of education, and where deviations are found, the action taken goes as far as removal from the position or cancellation of the work contract. We regard the conditions of comfort provided to the passengers as an important aspect of the quality of our work and, consequently, we do not want to make any kind of rebate.

[Question] You mentioned at the start that some deviations from the timetables are still noted. What can you tell us about them?

[Answer] There is still, of course, some negligence in preparing the trains and buses. We still note delays of trains and on automotive runs, delays which are not always based on objective causes and which produce displeasure in the passengers. We are fully aware of the duties that we have in this regard and we are acting with complete determination so that our activity in this field too may rise to the level of the current requirements.

[Question] What are the branch's priority objectives for the period that follows? What interesting information do you want to give the readers in connection with the 1983 plan? And in connection with the more remote future?

[Answer] In the light of the directives of the 12th congress and the national conference of the party and the instructions given by Comrade Nicolae Ceausescu, the secretary general of the party, we are pursuing, especially in the transport sector, the expansion of the process of regionalizing and optimizing the transport flows, in order to reduce the volumes and distances, a process accompanied by a suitable distribution according to categories of means. Thus, the 1983 plan provides varying rates of growth--namely, over 11 percent in sea transportation, 16 percent in river transportation, 2.5 percent on the railroad, and a reduction in the volume of transportation with automotive means that have high fuel consumption.

This involves the intensification of the action of taking the goods by river and by railroad and the reduction of automotive transportation. In all transport sectors we give absolute priority to exported goods, raw materials for industry, and products meant to supply the population.

In passenger transportation, we will further put the accent on improving the conditions of comfort and regularity of the train and bus traffic by managing better the material base that we have and by supplementing and expanding the network of stations with a view to the technical preparation and the sanitation of the means of transportation. In addition, we will put into operation new passenger coaches as well as the electrical sets for suburban transportation, meant to shorten the duration of transportation and to reduce the congestion in the traffic peaks.

[Question] Please refer to this year's investments and to those that you will finalize in this 5-year period.

[Answer] They are of maximum importance because they involve, in particular, the providing of more direct and more economical routes for the transportation of raw materials and power-producing coal, as well as the elimination of bottlenecks in the network of railroads and roads. I have in mind, among others, the new Babeni-Berbesti and Carbunesti-Albeni railroad lines, the Vilcele-Rimnicu Vilcea line, which shortens considerably the distance between Bucharest and Sibiu, through Rimnicu Vilcea, and the highways set up in Oltenia's coal basin and in other areas where new sources of raw materials are being developed.

As you know, our central objective is the Danube-Black Sea Canal, in achieving which, with the help of many other ministries and enterprises, our ministry is engaged with all its forces and capacity. Work is being done at a high rate on the worksites of the canal, so that it may be navigable on the stipulated date. In addition, we are engaged in achieving the Danubian bridges at Fetesti and Cernavoda, which will increase the transport and traffic capacity of the Bucharest-Constanta main line by eliminating the bottleneck in crossing the Danube. In addition, the first section of the freeway that will connect the capital with the shore of the Black Sea is under construction between Fetesti and Cernavoda.

Along with the construction of the canal, work is being done at a steady rate on the new Constanta-Sud port, which will provide a substantial rise in the ship-operating capacity.

In conclusion, I would state, for your readers' information, that in the atmosphere of strong competition, of revolutionary spirit generated by the national party conference and by the message addressed to the whole nation on New Year's Eve by Comrade Nicolae Ceausescu, the working people in transportation and telecommunications, expressing their deep attachment to the domestic and foreign policy of the party and the state, are showing their determination to mobilize themselves in an exemplary manner, doing their duty fully and making their entire contribution to raising the homeland to the highest peaks of civilization and progress.

12105
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PETROLEUM MINISTER PROMISES INCREASES IN OIL, GAS SUPPLY

Bucharest SCINTEIA in Romanian 7 Jan 83 pp 1, 5

[Interview with Gheorghe Vlad, petroleum minister, by Dan Constantin]

[Text] [Question] As the National Conference of the Party has pointed out, decisive measures are needed to further increase oil production, so as to assure the country's complete energy independence. Starting with the results obtained in 1982, what are the objectives of the petroleum industry for 1983?

[Answer] The constant concern of our party and state leadership to fulfill one of the most important objective established by the 12th Congress--to assure the country's complete energy independence--emerged once again during the National Conference, which clearly established exceptionally significant tasks for Romania's multilateral development. The fundamental orientations outlined by Nicolae Ceausescu, the scientific analysis of the present stage of development of our society included in the report presented to the National Conference, and the revolutionary daring and full confidence of the secretary general of the party in the ability of the working class to solve with its own resources the problems with which we are confronted, are also providing those of us who work in the petroleum industry with an open persective of our entire activity. The great responsibilities of workers in the oil and gas extraction branch, for providing the hydrocarbons needed by the economy, also derive from the fact that the proportion of domestically produced hydrocarbons in the balance of primary energy resources increases every year during the current five-year plan. The consequences of this process, initiated directly by Nicolae Ceausescu, are a constant increase in the level of oil extraction. Although this extraction during the first two years of the five-year plan is still below the plan's expectations, it did increase by 132,000 tons in 1981 with respect to 1980, and will grow by nearly another 100,000 tons in 1982. The great tasks that we have still have to perform during this year and the rest of the five-year plan, emphasize the responsibility of the Petroleum Ministry leadership, and of all collectives in the oil and gas branch, for fulfilling planned production levels, and forces us to eliminate the shortcomings that still occur in our activity.

During 1983, we must achieve a production of 13.5 million tons of crude oil, 38 billion cubic meters of gases, and 370,000 tons of gasoline, all of these figures being higher than the initial provisions of the plan. The nation's oil workers are firmly determined to honor in an exemplary manner the production tasks that have been assigned to them, and we assure the party leadership that the measures taken to intensify geologic research, develop test and exploitation drilling in priority zones, and broadly expand new recovery processs and methods, will place oil extraction in 1983 and subsequent years at the levels of the programs approved by the National Conference of the Party.

[Question] 1983 thus marks a stage of maximum importance in the practical fulfillment of the priority programs for increasing the production of hydrocarbons. What measures are being taken to achieve the tasks stipulated in these programs?

[Answer] I should point out that the programs for additional gas and oil production above the provisions of the five-year plan, formulatated under the Nicolae Ceausescu's direct guidance, stipulate that extraction will grow to 15 million tons of crude oil, and an additional production of 10 billion cubic meters of natural gases during the 1982-1985 period. The implementation of these programs at a time when the international economic circumstances continue to be stamped with a serious oil and energy crisis, demonstrates once more the lucidity of the economic policy pursued by our party and by its secretary general. The actions taken to increase oil and gas production during 1983, generally cover improvements and adjustments of activities in geologic research, drilling, well exploitation, and personnel training.

Geologic research for instance, will be intensified in priority zones in terms of hydrocarbon reserves that have recently been discovered at Virteju, Stoenita, Ghelinta, Contesti, Seitin, and Mihai Bravu. In order to establish better foundations for geologic research, more seismic prospecting will be conducted during this year, while a more efficient and improved automatic processing of field data will increase the success coefficient of drilling operations. In order to fulfill the program for discovery and exploitation of new hydrocarbon resources, and to increase the production of oil and gases, a total drilling volume of more than 2.5 million meters is stipulated for 1983. I should emphasize that in order to increase reserves and hydrocarbon production, the new deposits are generally found at great depths and in difficult geological structuress, which require improved equipment and technologies, but also place upon consumers the greatest responsibility for economizing these raw materials that are becoming increasingly difficult to produce and more expensive. The readers of this paper should be informed that we have drilled one well at more than 6500 meters, and are getting ready for depths greater than 8000 meters.

As for the potential of the Romanian continental shelf in the Black Sea, after having found and confirmed the first industrial reserves of oil and gas in recent years, we will continue to plan and exploit the discovered deposit, as well as expand research and drilling in 1983.

We are devoting great attention to advanced methods for increasing the final oil recovery factor in deposits. Currently, conventional thermal and chemical recovery processes are being used at 226 oil deposits, and the program for

1983 stipulates a transition from experimental to industrial phases at 25 deposits. As an instance of this type of work, about 1000 wells will be drilled at Balaria, south of Bucharest, to start thermal recovery processes which will significantly increase the production in that zone. Another program is designed to develop oil extraction through mining methods. At the oil mine of Sarata-Monteoru, production has increased more than four-fold last year, and in 1983, large diameter wells will be drilled at Runcu-Bustenari and Solont.

We are also devoting attention to increasing the production of natural gases, and to their improved and judicious utilization. In addition to increasing the number of production wells, this year we will put in operation new high-capacity gas compressor stations and pipelines, and new benzene removal installations at Abramut, Calacea, and Ghelinta; we will begin building ethane removal installations at Borzesti and Timisoara; and will also build sulfur and carbon removal installations; all of this is intended to assure the quality of gases and to recover light fractions, sulfur, and carbon dioxide, as extremely valuable raw materials for the chemical industry.

[Question] As you point out, the responsibility for failing to fully meet the oil production goals for the first two years of the five-year plan falls primarily on oil workers. What actions are being taken to eliminate the shortcomings that persist in the Petroleum Ministry, and what guarantees are being offered that the obligation undertaken at the National Conference will be fulfilled?

[Answer] The reasons for failing to achieve the goals of the oil extraction plan are well known, having been extensively analyzed by all our units during worker's general assemblies, in which the measures necessary to completely fulfill this year's tasks were also established. And in stating that these causes are primarily traceable to shortcomings in our activity, I am in fact expressing the oil workers' own demanding belief. Statistics show that at the end of last year we had 150-200 wells that were awaiting interventions, primarily for organizational reasons; these shortcomings were equivalent to a daily production of 250-300 tons of oil. The poor availability of tools and materials for intervention and repair teams, the poor quality of some of the work, the lack of access roads that hinders mobility in well areas, and the poor discipline that still exists, have created excessively long down times for wells. Similar examples can be found in well drilling and exploitation activities. That is why, in order to improve our entire activity, we have established a number of technical and organizational steps intended to increase oil extraction to the level of this year's significantly higher tasks.

Here are a few of the effects expected from some of them. In the drilling sector for instance, drilling speed this year will increase by nearly 20 percent over 1982, while reducing the disassembly-transportation-assembly cycle of drilling installations by 15-45 percent, depending on the type of installation. The greater rate and volume of drilling will also increase the productive potential of the 1200 new wells that will placed in exploitation at Turnu-est, Satchinez, Suplacu de Barcau, Mihai Bravu-vest, Bradesti, Virteju-Stoenita-Valuta, Otesti-Deleni, Independenta, Oprisanesti, Tirgoviste-Gura Ocnei, Ghelinta, and so on, and that will produce about 1.5 million tons of crude oil. At the same time, well exploitation will be improved and modernized. To the 400 wells that are already operated automatically by radio or cable commands, we will add another 600 wells, so that by the end of the five-year plan, one-half of the well inventory will be automated. We will similarly expand closed circuit exploitation to another 10 well sites, thus making it possible to capture light fractions from crude oil.

Geologic and technical operations to increase oil flow into wells, the expansion of the artificial eruption system to sandy wells and to wells of great depth and flow in the zones of Braila, Bradesti, Videle, Merisani, and Tasbuga, and the programs formulated to increase final recovery factors, whose application must produce 400,000 more tons of oil than last year, are as many ways for fulfilling the tasks assigned to us for 1983. I want to point out that last year, the units which gave priority to the introduction of modern well exploitation technologies, improved the organization of intervention and repair operations, and strengthened discipline in all sectors, succeeded in meeting and exceeding their oil extraction goals. That is why in 1983, we are seeking to generalize in all our units the experience gained at the sites of Videle, Cartojani, Suplacu de Barcau, Tirgoviste, and Mosoaia, in increasing their oil production.

A further guarantee for the fulfillment of the plan's provisions is the fact that better foundations have been established for all tasks, with an exact practical figure of the productive potential of each well and each deposit. But I must add that the oil workers' efforts will be successful only in to the extent to which the other branches--metallurgy, machine construction, chemistry--which contribute directly to good activities in the petroleum branch, will fully meet their obligations.

[Question] On repeated occasions, oil workers have issued appeals, even through SCINTEIA, for suppliers of equipment, tools, and materials, to honor their contractual obligations. What has been the effect of these interventions, and what support is expected in 1983 from the other branches which must contribute to sustained activities in the oil industry?

[Answer] Without minimizing in any way our own shortcomings or our responsibility to act more firmly to eliminate them, I believe it necessary to mention that our units were faced last year with a number of difficulties created by the failure of suppliers to meet their contractal obligations. Despite all the assurances that we received, shortages of pipes, rods, rig motors, drills, casings, and chemicals for drilling and extraction from deposits were never recovered, creating many problems in the activities of oil workers. That is why today, at the beginning of the year, we appeal to all our suppliers to honor their obligations every month, since we know from past experience that the recovery of shortages is difficult and costly, and therefore hard to achieve. Let there be no misunderstanding: the development of the raw materials and energy basis--within which oil extraction plays an important role--is one of the determining factors in our country's total socioeconomic development. That is why, our efforts to fulfill the plan's tasks must be constantly supported by the branches and units whose tooling and materials contribute to the growth of oil extraction. In order to improve the technical and material supply of units during this year, we are placing special stress on the recovery and reconditioning of spare parts and materiel, and on increasing the capacity of maintenance and repair plants and shops. The recovery of materiel from well dissassemblies and reconditioning of drill rods will reuse 4200 tons of pipes and 1286 meters of drill rods.

[Question] An essential requirement for the petroleum industry is the hiring and training of personnel. What is being done about this in 1983?

[Answer] I would like to state that special efforts are being made this year in the training and professional upgrading of workers in the petroleum industry. On the basis of orientations and indications from Nicolae Ceausescu, we have formulated a detailed program to provide and properly train the work force needed to achieve the increased tasks of the oil and gas extraction branch during this five-year plan. According to this program, more than 14,000 persons will adopt the beautiful trade of oil worker. At the same time, this year will see the beginning of a broad action for perfecting the professional training of all categories of personnel, and primarily of those in drilling and extraction activities, who determine to a large extent the development program for oil and gas production. The objective of these actions is to acquire and consolidate the knowledge necessary for solving most efficiently the tasks involved in very deep drilling, and in the drilling and exploitation of underwater wells, as well as to improve and perfect drilling and extraction technologies, and the utilization, maintenance, and repair of tooling and installations. We are also considering improvements in school networks and programs, the organization of well foreman schools in major petroleum centers, and the establishment of a center for personnel upgrading. Particular attention continues to be given to improving the working and living conditions of oil workers. In 1983, these workers will receive more than 1500 new apartments and new social facilities at Virteju, Stoina, Videle-Balaria, Contesti, and Ghelinta. At the same time, actions are taken to improve work protection conditions at all production units.

These measures will strengthen the ranks of Romania's oil workers, workers who carry on old revolutionary and professional traditions, who are resolved to fulfill the highly responsible tasks assigned to them, and who are grateful for the constant concern of the party and Nicolae Ceausescu for continually improving their working and living conditions. That is why the upcoming birthday of Nicolae Ceausescu, and the anniversary of more than 50 years of revolutionary activity on his part as tried and true leader of our party and state, provides an opportunity for all of us who work in the petroleum branch, to wish him from all our hearts a long life in the service of progress and prosperity for socialist Romania.

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CHEMICAL INDUSTRY PLANS GROWTH, EFFICIENT RESOURCE USE

Bucharest SCINTEIA in Romanian 13 Jan 83 pp 1, 5

[Interview with Gheorghe Caranfil, minister of the chemical industry, by Dan Constantin]

[Text] [Question] In the report he presented to the National Conference of the Party, Nicolae Ceausescu indicated the chemical industry's tasks for the current five-year plan, so as to provide all the chemical products needed by the national economy. What measures are being taken in 1983 to improve and diversify this production?

[Answer] Our chemical industry--which throughout its powerful development following the Ninth Party Congress has benefited from the direct support and constant guidance of Nicolae Ceausescu--represents today a vigorous branch with a strong production and research potential, capable of providing the products needed by the national economy and of increasing the exportation of chemical products. For the great achievements obtained in this branch, for the clear perspectives opened to the chemical industry workers by the very valuable theoretical and practical orientations and ideas in Nicolae Ceausescu's report to the National Conference, we express our gratitude to the secretary general of the party, undertaking the obligation to spare no effort in fulfilling the tasks assigned to us.

During this year, the chemical industry is improving its industrial position by planning to achieve 17 percent of the total volume of industrial production, contributing to improve the supplies of the national economy, increase exportations, and reduce the importation of chemical products. During 1983 for instance, the branch as a whole will produce 3.6 million tons of active substance fertilizers, 728,000 tons of basic macromolecular products, 1,849,000 tons of synthetic rubber, nearly 7 million tires, 3,272,000 tons of artificial and synthetic fibers and filaments, as well as pharmaceuticals with a value of 4.2 billion lei. The powerful development of production capabilities and the modernization of production structures, as well as the sum of domestic technologies and the strength of the research and technical engineering units in the branch, allow us to assert that the tasks outlined by the National Conference for the chemical industry--to fully assure by the end of the five-year plan, from its own production or through cooperation, the chemical product requirements of the national economy--are entirely achievable and based on the actual potential of the branch. Along with the manufacturing of basic products established in the unified national plan, we are devoting great attention to programs for adopting products requested by domestic or foreign users. During 1983, we will adopt more than 500 products in such areas as intermediates for drug manufacturing, dyes, lacquers and special paints, rough service tires, special lubricants for engines and industrial installations, catalysts, rubbers and plastics with outstanding resistance or properties, as well as synthetic fibers and filaments of superior quality. I might add that many of the new products are fabricated on existing installations through complementary or modernized techniques, with minimum investments or with microproduction on pilot lines.

[Question] The intellectual and material value of Romanian chemical research is aknowledged. In what directions are concentrated the efforts of research and technical engineering units in the chemical branch?

[Answer] The great achievements of Romanian chemistry were made possible by the effective and efficient contribution of domestic scientific and technical research. I want to especially point out the decisive role played in the development of Romanian chemistry by Dr Elena Ceausescu, a scientist of world renown, who is guiding the entire scientific research activity, the foundation of renewal and mechanization in chemical production, and of its higher economic efficiency.

At the Central Institute for Chemistry, the 1983 plan for scientific research, technologic development, and introduction of technical progress, is closely associated with current and long range production problems, the activity of specialists in this important sector being oriented toward fulfilling the priority tasks aimed at deriving greater value from raw and recoverable materials, formulating technologies, manufacturing raw and other materials needed by advanced technologies (electronics, microelectronics, electrical engineering, aeronautics, nuclear energy), and fulfilling the program for new sources of energy. At the same time, research institutes and centrals are devoting a significant part of their interest to deriving greater value from petroleum and methane, and to formulating new petrochemical products, in particular new polymers and substitutes for metals and non-ferrous metals.

The modern orientation of research activities in close association with production, which has had excellent results in solving with domestic resources the major programs in the development of the branch, is being emphasized in 1983. During this year, researchers are faced with tasks of high responsibility in modernizing installations to reduce consumptions of fuels and energy, achieve indicator values at lagging industrial installations, and improve production quality. Similarly, units of the Central Institute are directly involved in reducing importations, with the volume of low-tonnage production in 1983 increasing 2.5-fold over that of last year.

[Question] In recent years, the chemical industry has received large investment funds. But as you indicated at the National Conference, many shortcomings have occurred in the investment activity of the chemical industry sector. What concrete measures are you undertaking to eliminate these programs, so that schedules for starting new objectives will be met, and planned parameters will be achieved?

[Answer] An analysis of the shortcomings that have occurred in the investment activity of the Ministry of the Chemical Industry shows that these programs are primarily associated with the dispersion of technical and human resources among numerous sites, and the inadequate preparation of projects at many technical installations; this requires that in 1983, we assign priority to the focusing of material and human forces to complete and begin production at the investment objectives that were started in previous years. We must complete in the shortest possible time, more than 350 projects, which demands a sustained activity on the part of construction and assembly units, suppliers of equipment and tooling, and of user enterprises. At the end of last year, we updated schedules for projects, taking into account the stages reached at work sites and the need for placing in operation some installations which must manufacture products in high demand by the economy or for exportation.

Together with ministries that supply tooling and materials, and with the Ministry for Industrial Constructions, we have correlated the delivery of all supplies with the new work site requirements, in order to shorten execution durations and intensify the rate of objective start-ups, as well as hasten the time at which planned technical and economic indicators are achieved.

The objectives scheduled to begin construction in 1983 are exclusively concerned with a qualitatively superior exploitation of industrialized raw materials and natural resources, the recovery of secondary energy resources, and the recycling of reusable materials. As the documentation for each investment is formulated, comprehensive collectives were formed, composed of researchers, designers, and experienced specialists from the ministry, centrals, and plants, who will participate both in the formulation of documents, and in the construction and start-up of installations, in parallel with sound training and specialization of personnel for the new units.

Aware of the outstanding contribution that our machine building industry has made and is making to the development of the chemical industry in our country, we continue to ask for a more sustained support from it, in order to eliminate existing delays in the delivery of technical tooling and control equipment, as well as to accelerate the adoption rate of planned tooling. We also ask the metallurgical sector to assist the efforts of equipment manufacturers by supplying with priority the various steel alloys needed to build the high performance installations at chemical work sites.

[Question] The action being taken to reduce material consumption, and energy consumption in particular, has a wide field of application in chemical industry units. How do the ministry's collectives respond to this task of maximum urgency, especially since the chemical industry is among the major consumers of electricity and fuels?

[Answer] Having identified the ways and means for greater reductions of material costs and better exploitation of raw materials, during this year we will apply many technical measures which will lead to practical consumption reductions in all manufactured products. We are devoting priority to reducing the consumption of raw materials based on imported hydrocarbons. In the plastics processing sector for instance, by reducing the thickness of sheets for industry and agriculture, we will increase the square meter production by 35 percent over approved plan stipulations, while using the same amount of raw materials. Similarly, by reducing the amount of polyethylene in industrial bags, we will increase production by 20 percent while saving 17,500 tons of raw materials. By changing the shells and reducing the quality of rubber used in tires, moving belts, hoses, and various technical products, we will save 3500 tons of natural and synthetic rubber over the amounts allocated in the plan. Actions are also being undertaken to reduce technical consumptions and losses in the processing of oil and petrochemicals, an approach which will result in savings of 42,000 tons of crude oil.

One of the ways to save raw materials and thus reduce consumptions in the chemical industry, is to recycle recoverable and reusable materials. With respect to 1982, the 1983 production of plastic-based reusable and recoverable materials will increase by 10 percent, the regeneration of waste oil by 39,000 tons, and 151,000 additional tires will be recapped; the list of products obtained on this basis will increase to 154 in 1983.

The chemical industry is indeed among the major users of electricity and fuels. That is why reduced consumptions of fuels and energy were sought beginning with the design of installations, the newer ones using far less energy than older ones, such as those for ammonia, ethylene glycol, ethylene, phenol, polyethylene, polystyrene, and so on. One of our greatest tasks is to achieve the 1983 production with the same amount of electricity and fuels as in 1981. One measure that we are adopting is the recovery of reusable energy resources, which has important effects in covering fuel balances in our own installations. In conclusion, I will emphasize that there exist ways to bring the chemical industry into the range of planned costs, and therefore to achieve the planned technical and economic indicators throughout the branch.

[Question] The full capacity operation of chemical installations depends directly on the personnel's qualifications and training. What actions are being taken in this direction by chemical industry units?

[Answer] Improving the qualification of workers in the chemical industry is a matter of constant concern. The job certification of all the personnel in the chemical industry has proven to be extremely useful, with the personnel in departments and shops that involve highly dangerous installations or equipment being tested twice a year. Based on the results obtained, effective measures are being taken to upgrade personnel as a function of the actual requirements of jobs or positions. During this year, more than 120,000 people, of which 109,000 workers, will be included in the upgrading activity. Special programs have been organized and conducted to upgrade the personnel in installation control departments, in order to increase their knowledge and improve their competence and responsibility. Particular attention is devoted to the training of chemical industry workers. The integration of education and production has been bolstered by transfering to enterprises the 50 school shops and 33 professional schools belonging to the ministry. The enterprises are now directly responsible for the school training of workers, particularly in terms of practical experience, an aspect that had recently been neglected by some units.

One of the principal characteristics of production activities in chemical combines and enterprises, and in oil processing units, is the use of technologies and installations that operate continuously at high temperatures and pressures, requiring strict discipline and mastery of technical and technologic knowledge on the part of workers that control their production. After Decree 400 came into effect, it became evident that the working personnel had acquired greater responsibilities for applying regulations regarding labor, technical, maintenance, and repair discipline for equipment and installations in chemical units. Contributing to these has been an improved technical assistance for second and third shifts, a precise definition of control functions by shifts, and for technologic, mechanical, and electrical crews. Internal decisions of unit managements have also established those who are authorized to stop and restart machines, equipment, and installations, as well as persons in the ministry, centrals, and research and design institutes, who are responsible for receiving new installations and equipment, and for approving repairs and modifications.

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ROMANIA

LIGHT INDUSTRY MINISTER EMPHASIZES CONSERVATION EFFORTS

Bucharest SCINTEIA in Romanian 1 Feb 83 pp 1, 2

[Interview with Lina Ciobanu, minister of light industry, by Rodica Serban]

[Text] [Question] At the National Party Conference it was pointed out again that light industry as one of the main producers of consumer goods must intensify its efforts to further improve quality, modernize the products, and diversify the assortments. Therefore we suggest you tell us what steps you are taking to attain those goals.

[Answer] In this new year the light industry workers have been stimulated by the inspiring encouragements addressed to the entire nation by Party Secretary General Nicolae Ceasescu from the high rostrum of the Romanian communists' forum to do better and more efficient work, to raise all activity to the highest standards of quality, and to devote our entire creative and working capacity to further improvement of the people's welfare. The progress made in this period is the direct result of the combined efforts of all the workers collectives, of the workers, technicians, engineers, researchers and designers, and it is our sincere homage to the beloved party and state leader upon 50 years of revolutionary activity and the day of his birth. Following his brilliant example of tireless work and boundless dedication to the interests of the party and the people, all the light industry workers have exerted their powers and their minds to find new ways and means of carrying out the tasks assigned us in the plan for 1983, the critical year of the five-year plan, as well as the pledges made in socialist competition, feeling that the fruits of our labor themselves and our contribution to implementation of the party policy of constant improvement of the people's living standard are the highest homage to the first worker of the nation, alongside the wishes for a long life, health and happiness. The attention with which the party secretary general follows the progress of the consumer goods industry and the valuable directions and advice he provided on his many visits to the light industry units are indicative of our party and state leader's constant concern for all that has to do with people's lives and their welfare and happiness. Therefore in these days when the whole nation is honoring the man whose existence is dedicated to creating a better life for all Romanian citizens we have redoubled our efforts toward exemplary fulfillment of all the plan tasks, which meet the requirement set us by the decision of the National Party Conference to improve and diversify the consumer goods output. We must work better and more efficiently, produce to suit people's tastes and in a quality meeting their increasingly high standards, and make better use of the raw materials and materials that Romania has. Whoever analyzes the plan figures can see that our efforts are now concentrated upon improving, renovating and modernizing the products. We wish 1983 to be marked by substantial progress in improvement of product quality in all fields of light industry.

We are heavily emphasizing constant renovation of the products in step with technical progress, fashions, and the evolution of market preferences. New technologies will be used that will permit, among other things, production of wrinkleproof cotton fabrics that are thinner but more durable and comfortable. Thousands of weaves and prints have been made wherein not only the design but even the thread of thich they are made are new. Our factories are now working on about 3,000 models of clothing for the spring season.

Since we are still in the winter season, however, I think it is better to go on with the novelties we shall offer in the field of warm clothing. The public has welcomed the padded overcoats and coats, which are more practical and lighter than the traditional ones. They will be produced henceforth in about 300 models but of other materials, namely finer, waterproof threads (New types of artificial fur and other heat-retaining materials have been developed for the lining). Knitwear will undergo a real renovation, from yarn to texture and coloring. Knitwear for sport and tourism will be in a large proportion in this category of products, due to the demand. We shall produce 10-15 percent more than last year an in a greater variety (sweaters with special models for the mountains and skiing and equipment for various sports, including a wide variety of articles for trips and vacations). As for footwear, we hope the customers will see a greater variety of models this summer. For example special materials and accessories have been developed for footwear with cloth uppers, making it possible to design about 1,400 models. Actually, there is no field of light industry in which there will not be an extensive renovation of the products. This year both the stores and the store departments for domestic articles for the home will offer a wider variety of goods made in good taste and with attention to the functional aspects.

/Question/ At the National Party Conference the light industry workers had the honor to be congratulated by the party secretary general for their good results in reducing the inputs of raw materials and materials.

/Answer/ Those results are due to the conscientiousness or I might say the dedication with which the collectives in the production and research units worked to carry out Nicolae Ceausescu's directions when light industry activity was analyzed last spring. We were criticized at the time for producing with large inputs, and we were even given specific suggestions as to areas and methods for reducing them. Now we can actually speak of results, which have considerably facilitated our task of preparing production for 1983 because the technologies are ready and the raw material has been procured.

/Question/ Your ministry has acquired valuable experience in that area. Where did you actually begin?

[Answer] I might say that in a way we "put aside" all that we had produced before in order to consider and rethink every product and every family of products. We received particular help in this regard from the National Council for Science and Technology and from the chairman of the council, Academician Dr Eng Elena Ceausescu, in person. A great many specialists from enterprises, institutions and research units were engaged in this vast undertaking. The entire list of hundreds of thousands of articles with all their varieties was considered and analyzed. The program demanded great care and perseverance, but the results of the investigations justified the effort. The reserves that were discovered, which are far from exhausted, proved to be particularly important and demonstrated how justified the party secretary general was in criticizing us for wasting materials. Then we began to carry out the recommendations. About 60 percent of the products were redesigned, the use coefficients of the raw materials and materials being raised considerably by the improved technologies, and new articles and new models were developed to meet the requirement for better use of the raw materials. I should like to say that the effort to lower consumption of materials per product, which we do not consider finished, was not made simplistically by shortening, thinning or rarefying but by structural change and a sustained developmental effort both on the technological level and on that of aesthetic design. In the course of this analysis we also took up the problem of use of recoverable materials again. We looked for new ways and means of replacing new, imported raw material where possible with materials available right in our units.

[Question] How do these measures affect the product?

[Answer] The reduced inputs required us to make additional efforts in the field of development, which led to manufacture of more attractive and more modern articles of better quality. Here are some examples. Some of the cotton fabrics intended for the market, especially those for summer wear, are now made of finer threads and are consequently cooler and more pleasant to wear. The assortment of silk fabrics was enlarged by 59 new articles that are lighter (1 square meter, in the case of veils, sometimes weighs no more than 25 grams). And even hemp was made usable for delicate fabrics by suitable technologies. Winter knitwear is both warmer and lighter. Footwear was lightened (and greatly desired by customers) by making more flexible soles that weigh less. The reduced weight of household glass and porcelain products required greater delicacy in manufacture. Accordingly I might say that the reduced weights made many products more serviceable. Another aesthetic effect (a favorable one) of conservation of materials was due to reduced consumption of dyes, requiring more intensive promotion of the pastel shades, use of the fabric's natural color (which must be beyond reproach in such cases), and prevention of overloading of prints.

[Question] Please tell us some of the results of the measures to conserve raw material and materials, according to products and on the whole, and what savings they make.

[Answer] We expect a 25 percent reduction in consumption. Here are a few examples. I would begin with the textile sector, which is in a high proportion in light industry and uses imported raw material. Solutions were found by improving the quality of the threads and by reducing the weight of 1 square meter of cotton fabric from 151.7 grams to 125 grams, that of wool for clothing from 292 to 208 grams, and that of silk from 113.5 to 85 grams. In the ready-made clothing industry, which has electronic means of optimal conformity to the patterns, 86 percent of the textiles are used.

Inputs of materials were also rationalized in the nontextile field. One piece of household porcelain "lost" an average of 65 grams, and enameled containers "lost" about 190 grams, which reductions of course do not affect quality. On the contrary. The thickness of window glass for industrial constructions and for dwellings in some areas, as well as that for passenger cars, was also decreased. Moreover, in order to eliminate waste, construction sites will receive window glass already cut according to the dimensions of the various types of woodwork.

Consumption of dyes and other chemical auxiliaries has been reduced about 30 percent.

I should like to point out that the prompt action permitted some good results back in the fourth quarter of 1982. In the case of a number of products we even reached the consumption levels set for 1985. And starting this year the measures will be extended to all inputs, permitting some major above-plan savings such as 12,700 tons of textile raw materials, 1,562 tons of dyes, 15,000 tons of calcined soda, 8,200 tons of chemical auxiliaries and products, 142,000 tons of conventional fuel, and 82 million kilowatt-hours of electric power.

/Question/ At one point you mentioned the search for new ways of using the recyclable materials. What place will they take in the raw material reserve?

/Answer/ We are emphasizing wide-scale use of the recyclable materials much more this year. They amounted to 21.4 percent of the total raw materials in 1982, and they will come to about 30 percent in 1983. That is no mere desideratum, but a certainty. There are technologies already developed on the basis of our own research, and we have the necessary capacities for processing. Some of them, like the Rimnicu Vilcea Unwoven Textiles Enterprise, will be activated this year. The methods of making better use of the reusable textile materials are well known, but less is known about what is being done in the nontextile sector. In the glassware industry, for example, fragments will be used to the extent of 80-90 percent in manufacture of packing materials. Through a process provided by our researchers, heat-resistant pottery will be obtained from the auxiliary materials resulting from burning porcelain and pottery, and it will be used in containers for kitchens. Investigations in this direction are still going on. We are not satisfied with the results obtained so far. On the basis of our own experience, we are convinced that the thought invested in the search for ways of using the recyclable materials is fully rewarded.

We feel that in this way, by better management of the raw material, we can perform the tasks assigned us in the state plan and the programs approved at the National Party Conference under the conditions imposed by the market demands. We hope that henceforth we can also report good results in the other major fields of our activity where shortcomings still persist. We have all the prerequisites for this, namely a modern material base, useful experience and excellent people especially.

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